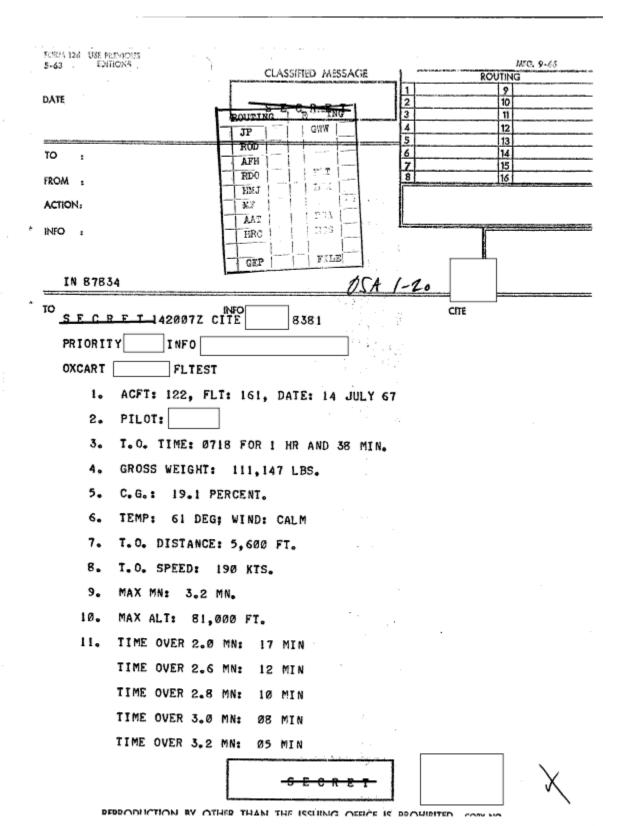
Title:	A-12 FLIGHT LOGS	
Abstract:		
Pages:	0092	
Pub Date:	9/16/1965 - 9/16/1967	
Release Date:	5/2/2006	
Keywords:	A-12 MANUALS	
Case Number:	F-1995-01611	
Copyright:	0	
Release Decision:	RIPPUB	
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PRIORITY INFO:			
OXCART FLTEST			
1. ACFT: 122, FLT: 162,	DATE: 16 SEP 67	4-	
2. PILOT:			
3. T.O. TIME: 6731 HRS	FOR 33 MIN (EST).		
4. GROSS WT: 111:800 L	BS.		
5. C.G.: 21 PERCENT.			
6. TEMP: 43 DEG. WIND:	CA1.M		
7. T.O. DISTANCE: 5,90			
8. T.O. SPEED: 195 KTS			
	•		\
9. MAX MN: Ø.95 MN.			7
10. MAX ALT: 20,000 (ES			
11. TIME OVER 2.0MN: NO		_	
12. PURPOSE OF FLIGHT:	FERRY		
13. SUMMARY: MISSION FL	OWN AS BRIEFED.		
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12. PURPOSE OF FLIGHT: FUNCTIONAL CHECK FLT./3.2 MACH.

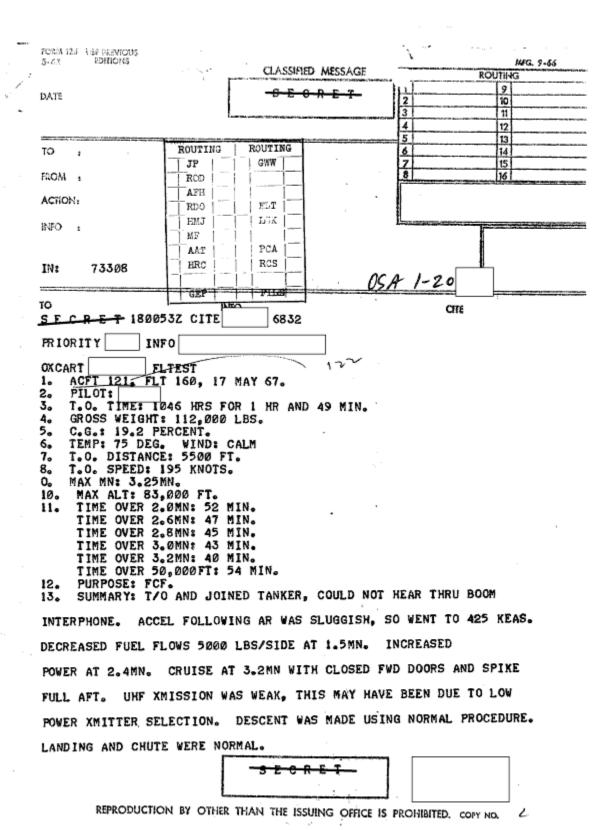
13. SUMMARY: TAKEOFF AND 400 KEAS ACCELERATION WERE MADE
WITH NORMAL SCHEDULE TO 3.2 MACH. FOLLOWING THIS A 180 DEGREE
TURN AND DESCENT TO THE TANKER WAS MADE. ARTICLE WAS REFUELED
TO 67,000 LBS. DURING THE SECOND ACCELERATION AT 1.1 MACH THE
RIGHT EGT WAS HIGH AND MAXIMUM DOWNTRIM WAS APPLIED. RIGHT SIDE
DERICHED TO 820 DEGREES. FULL DOWNTRIM SETTLED AT 812 DEGREES.
WHEN THE DERICH CIRCUIT WAS REARMED THE EGT IMMEDIATELY DERICHED.
THE ATTITUDE GYRO WAS ROLLING 360 DEGREES TO THE LEFT SO PILOT
ABORTED THE MISSION AND RETURNED TO RIGHT EGT DROPPED

TO BELOW 800 DEGREES AT REARMED THE RIGHT DERICH WITH NO NOTICEABLE EFFECT.

14. PILOT COMMENTS: STICK SCRAPING ON FORWARD RIGHT SIDE NEAR THE CENTER POSITION.

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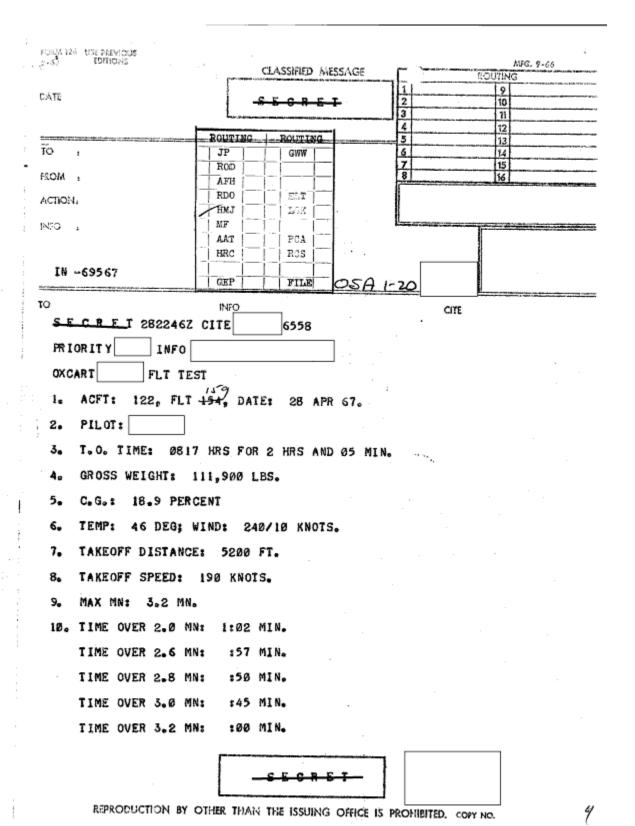
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14. PILOT COMMENTS: LF ADF DID NOT WORK AT ALL. CRUISING AT 3.2MN, A PIECE OF RED RUBBER WINDOW FILLER FELL ON FLOOR. ALSO A MOTH WAS NOTED FLYING AROUND THE COCKPIT DURING DESCENT AT 10,000 FT.

ACCEL UNSTARTS WERE NOTED ON THE RIGHT SIDE AT 2.22MN AND THE LEFT SIDE AT 2.25MN.

3 E C R E T TOR: 180152Z MAY 67



TIME OVER 50,000 FT: 1:04 MIN.

- 12. PURPOSE OF FLIGHT: FCF, CRUISE PERFORMANCE.
- A PROBLEM. TEMPERATURE WENT UP TO 64 DEGREES F IN FULL COLD.

 WENT TO EMERGENCY COOLING WHICH WORKED SATISFACTORILY. DROPPED OFF

 TANKER WITH 69,500 LBS ON BOARD. AT 1.7 MACH DURING ACCEL THE RIGHT

 AFT BYPASS WAS OPENED 50 PERCENT AND THE LEFT 15 PERCENT. AT 2.2 MACH

 THE LEFT SIDE UNSTARTED. PLACED LEFT AFT DOOR AT B AND ACCEL CONTINUED

 SMOOTHLY. ACCEL WAS HELD TO 435 KEAS IN ROUGH AIR. REACHED START

 CRUISE WITH 40,000 POUNDS ON BOARD. AFTER 12 MINUTES AT CRUISE NOTED

 SMOKE IN THE COCKPIT WHICH APPEARED TO COME FROM AIR CONDITIONING.

 SMOKE CONTINUED THROUGH CRUISE AND INTO DESCENT TO 40,000 FEET. AT

 85,000 FEET COCKPIT ALTITUDE WAS 24,500 FEET. FORWARD DOORS WERE

 PARTIALLY OPEN DURING CRUISE. FOLLOWING THE DESCENT FROM CRUISE

 ALTITUDE THE PILOT NOTED THE LEFT GENERATOR LIGHT AND NUMEROUS OTHER

 LIGHTS FLUCTUATING ON AND OFF. SWITCHED LEFT GENERATOR OFF AND THE

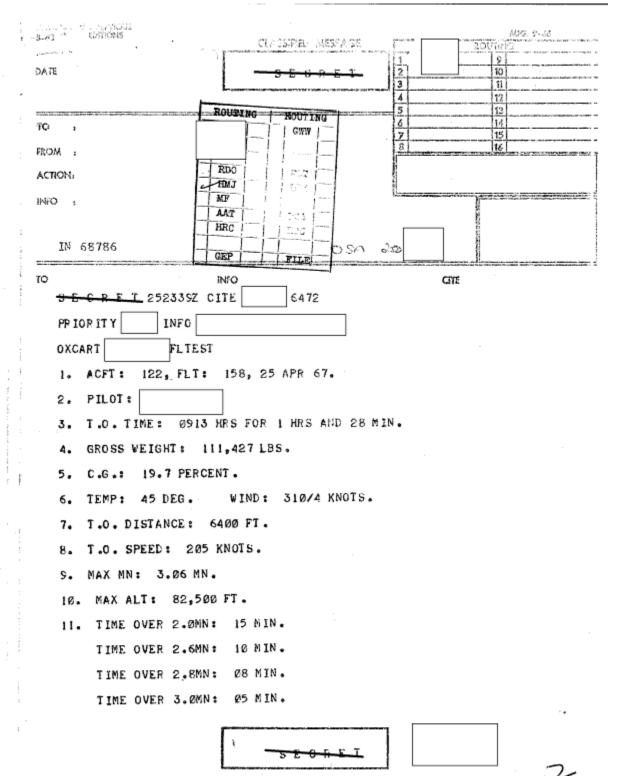
 RIGHT PICKED UP THE LOAD. LANDING AND CHUTE NORMAL.

14. PILOT COMMENTS:

- (1) STICK HAS A LOOSE BEARING IN PITCH AXIS.
- (2) WITH TANK 5 FEEDING LAST, THE SPITCH TRIM WAS 2 AND 1/2
 DEGREES NOSE DOWN AT THE START OF CRUISE AND 1 DEGREE NOSE DOWN AT END
 OF CRUISE.
 - (3) MACH HOLD GOOD.
- (4) LEFT ENGINE TRIMMED UP TO 845 DEGREES WITH AUTO TRIMMER. RIGHT WAS NORMAL.

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IN: 68786 6472 SECRET PAGE 2

TIME OVER 3.2MM: N/A MIN.

TIME OVER 50,000FT: 17 MIN.

12. PURPOSE: FCF.

13. SUMMARY: IDLE FUEL FLOW AFTER STARTING WAS RIGHER THAN NORMAL ON BOTH ENGINES. TAXI, BRAKING AND ENGINE TRIM ALL OK. ENP INDICATOR APPEARED TO BE UPSIDE DOWN COMPARED TO OTHER A-12 AND SR-71 GUAGES. INS DIG AND G.S. BOTH ZERO AT RUNUPS. | VAS SET ON INS. HYDRO, AZINUTH, FRS, SR-1 ALL CHECKED OUT. DURING 1/0 ROLL AT 195 KNOTS, THE STICK LOCKED UP IN PITCH JUST AS STARTED ROTA-TION. FORE AND AFT PILOT ACTION BROKE IT LOOSE AND IT WAS OK FOR THE HEST OF THE FLIGHT. AFTER T/O, AUTO TRIMMERS WERE ENGAGED AND TRIMMED THE ENGINES UP. AT 844 DEG, PILOT DISENGAGED AUTO TRIFMERS. PRESSURE SWITCH OK AT 10,000 FT. PRESSURE DUMP AND REFRIGERATION SYSTEM ALL CHECK OUT OK. REFRIGERATION SWITCH IS HARD TO REACH. AUTO PILOT WORKED GOOD IN ALL FUNCTIONS. ROLL SAS KICKED OFF THE LINE MANY TIMES. CIT INDICATOR WORKED OK, ALTHOUGH WAS HARD TO READ DUE TO DEEP RECESS. HF RECEPTION IN SHIP WAS POOR DURING FINAL PORTION OF FLIGHT. 400 KEAS ACCEL WAS MADE TO 3.00N. JUST PRIOR TO ACCEL, ATTITUDE INDICATOR, DIG BECAME EFRATIC, SO INS WAS SHUT DOWN. SWITCHED TO SP-3 POSITION FOR THE REMAINDER OF THE FLT. LEFT SIDE UNSTARTED AND RECOVERED AT 2.2MN. THE THROTTLE LOCATED RESTART SWITCH WAS ACTIVATED AT 2.2MN. SPIKE AND DOOR POSITION INDICATIONS WERE GOOD. AT 77,000FT, WENT TO MIN AB AND FLOATED ON UP TO 80,000 FT. DURING THE DESCENT CAME BACK ON THROTTLES, NOTED RUMBLE IN INLETS WITH FWD DOORS WIDE OPEN. OFBITED AREA CHECKING OUT ALL RADIOS AND

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14: 68786 6472 SECRET PAGE 3

NAV FUNCTIONS. PERFORMED ON G.C.A. HOLL SAS KEPT POPPING OFF LINE
IN THE ROUGH AIF. EMEPGENCY GEAR ACTUATION WAS OK. MAIN GEAR
REQUIRED 65 SECONDS FOR GREEN LIGHTS AND NOSE GEAR REQUIRED 82

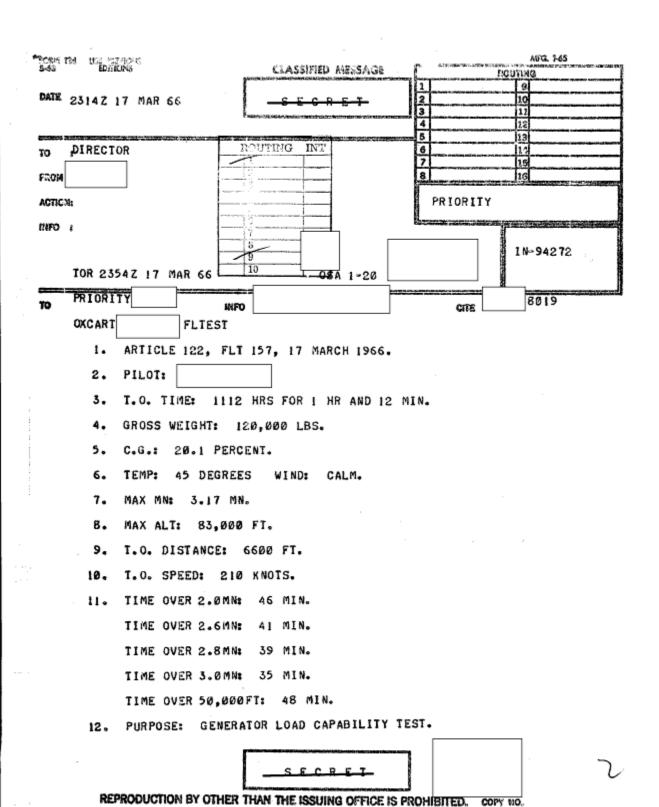
SECONDS. FUEL DUMP WAS OK. FUEL WAS THANSFERRED FWD. LANDING AND
CHUTE NOFMAL. ON THE GROUND, SAS WAS CHECKED OK WITH EITHER ENGINE
AND THE BATTERY.

14. PILOT COMMENTS:

- A. ANTI GLAPE GLASS IN COCKPIT DID NOT SHOW A GREAT IMPROVE-MENT.
- B. C.G. INDICATOR AND ALPHA GUAGE WERE BOTH SUGGESTED AS POSSIBLE IMPROVEMENTS BASED ON SR-71 EXPERIENCE.

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	OXCART SECUR CONVOY OF WITHOUT INCIDEN	ARTICLE 122	ARRIVED END OF			MARCH 66	z Flt Fol	de
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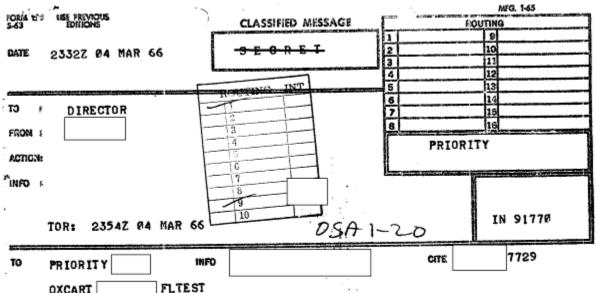


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13. SUMMARY: TAKEOFF AND CLIMB NORMAL. CRUISED AT 3.1MN FOR
TEN MINUTES. TRANSFERRED 4,000 POUNDS TO TANK 1 AND TURNED TRANSFER
OFF. PUMPS FOR TANKS 1, 4, 5 WERE OPERATING. PILOT TURNED ON AN
ADDITIONAL ELECTRICAL LOAD IN THE COCKPIT WHICH BROUGHT TOTAL TO 26
KVA. SWITCHED OFF R. GENERATOR, GENERATOR OUT LITE CAME ON. SWITCHED
GENERATOR BACK ON LINE. REPEATED R. GENERATOR SHUT DOWN WITH 28 KVA
LOAD WITH NO PROBLEM. DESCENT AND LANDING NORMAL, CHUIE NORMAL.

END OF MSG

3 E 6 R E T



OXCART

1. ARTICLE 122, FLT 156, 4 MAR 66.

2. PILOT:

3. T.O. TIME: 1212 HRS FOR 37 MIN.

4. GROSS WT: 107,860 POUNDS.

5. C.G: 19.1 PERCENT

WIND: 239/02. 6. TEMP: 36 DEGREES

7. T.O. DISTANCE: 5600 FEET.

8. T.O. SPEED: 185 KNOTS.

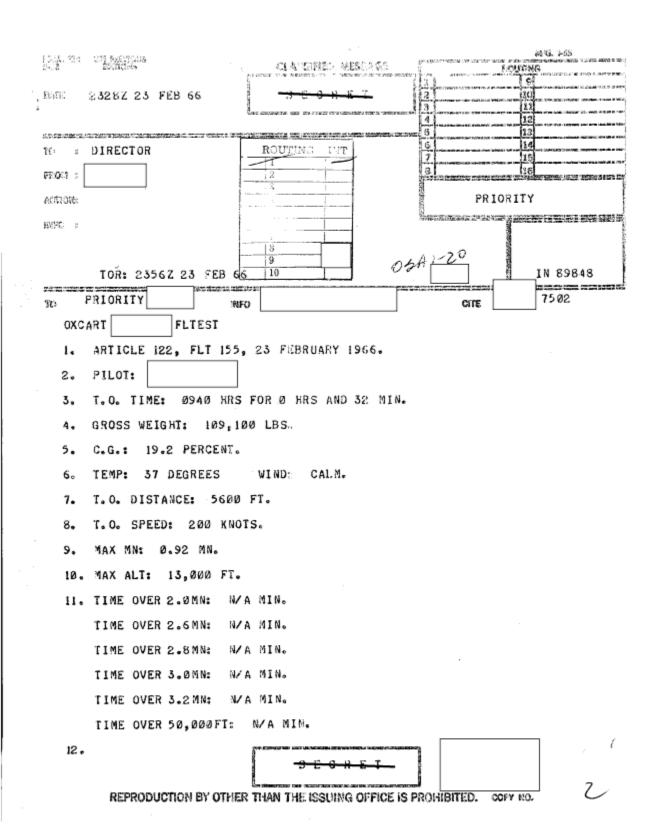
9. MAX ALT: 14,000 FEET.

10. MAX SPEED: 481 KEAS.

11. PURPOSE: FILLET PRESSURE/VIBRATION.

12. SUMMARY: TAKEOFF NORMAL. CAME OUT OF MIN BURNER INTO MIL, NOTED VERY STEEP ATTITUDE. ROUNDED OUT AT 14,000FT. DESCENDED TO 12,000FT. RELIT AB AT 300 KEAS, ACCELED TO 462 KEAS. CAME WAY BACK ON POWER. TRANSFERRED 3800 POUNDS TO TANK 1. ACCELED TO 468 KEAS AND CAME OUT OF BURNER. WENT BACK INTO BURNER TO 476 KEAS.

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12. PURPOSE: FILLET PRESSURE SURVEY, OIL CONSUMPTION.

13. SUMMARY: RIGHT NOZZLE FLUCTUATED ON RUNWAY, FUEL TANK READ

15. SUMMARY: RIGHT NOZZLE FLUCTUATED ON RUNWAY, FUEL TANK READ

16. THEN OK, AFTER WORKING SWITCH. TAKEOFF IN MIN BURNER. ACCEL

17. 460 KNOTS, RECORDED DATA. TRANSFERRED FUEL FORWARD THEN WENT

17. 470 KNOTS. DUMPED FUEL. FUEL DUMP STOPPED DUMPING AT 25,000

18. POUNDS; AND LOW LEVEL WARNING LITE CAME ON, THEN STAYED ON. DESCENT

18. AND LANDING NORMAL, ALTHOUGH AFT C.G. WAS NOTED. DURING TAXI IN,

18. ARTICLE ROLLED OVER SOMETHING ON TAXIWAY APRON WHICH JARRED PILOT

18. SUMMARY: RIGHT NOZZLE FLUCTUATED ON TAXIWAY APRON WHICH JARRED PILOT

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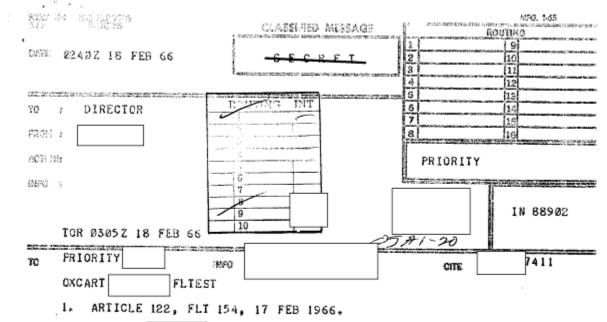
18. SUMMARY: RIGHT NOZZLE FLUCTUATED ON TAXIWAY APRON WHICH JARRED PILOT

18. SUMMARY: RIGHT NOZZLE FLUCTUATED ON TAXIWAY APRON WHICH JARRED PILOT

18. SUMMARY: RIGHT NOZZLE FLUCTUATED ON TAXIWAY APRON WHICH JARRED PILOT

END OF MESSAGE

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- 2. PILOT:
- 3. T.O. TIME: 1339 HRS FOR 1 HR AND 21 MIN.
- 4. GROSS WEIGHT: 120,775 LBS.
- 5. C.G.: 20.2 PERCENT
- 6. TEMP: 51 DEGREES WIND: CALM.
- 7. T.O. DISTANCE : 7500 FT.
- 8. T.O. SPEED: 210 KNOTS.
- 9. MAX MN: 3.18 MN.
- 10. MAX ALT: 82,000 FT.
- 11. TIME OVER 2.0 MN: 48 MIN.

TIME OVER 2.6 MN: 40 MIN.

TIME OVER 2.8 MN: 38 MIN:

TIME OVER 3.0MN: 35 MIN.

TIME OVER 3.2 MN: N/A

TIME OVER 50,000FT: 47 MIN.



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MR. PURPOSE: FILLET PRESSURE DIFFERENTIAL MEASUREMENTS, CIL CONSUMPTION AND EWS.

15. SUMMARY: ENGINE STARTS AND TAKEOFF NORMAL. FLEW .9 MN THRU
TUNNEL, ACCEL TO 450 KEAS FOR CLIMBOUT. AT 1.7 MN, AFT DOORS PLACED
IN "B" POSITION. FORWARD DOORS PLACED IN AUTO AT 2.2 MN. AT 2.8 MN,
CLOSED AFT DOORS. SOME INLET ROUGHNESS FELT IN 2.6 TO 2.95 MN
REGION. PILOT USED 3.1 MN FOR CRUISE PORTION OF MISSION. BOTH
PASSES OVER BASE (FOR EWS) WERE ON TRACK. EWS DATA WAS GOOD.
LANDING NORMAL, ALTHOUGH DRAG CHUTE DID NOT DEPLOY IMMEDIATELY.
PILOT RECYCLED DRAG CHUTE, AND IT FINALLY DEPLOYED AT ABOUT
THE 8,000FT POINT.

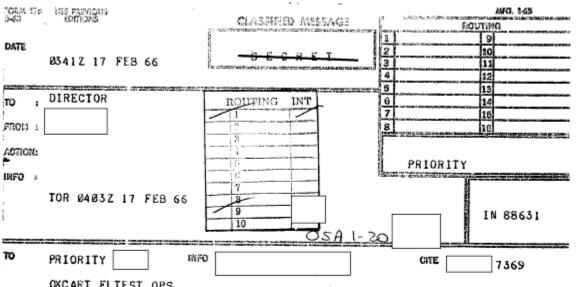
SQUAWKS: (A). UHF GUARD CHANNEL NOISY.

- (B). IFF FAILED IN FLT.
- C). L. OIL PRESSURE FLUCTUATED PLUS AND MINUS
 3 PSI, GOT DOWN TO 33 PSI DURING CRUISE.

(D). PILOT NOTED LOTS OF INTERMITTENT ELECTRICAL
NOISE IN HEADSET FOLLOWING TURN-ON OF SYSTEM A
FLUCTUATION OF R. EGT INDICATOR SEEMED TO ACCOMPANY THE
ELECTRICAL NOISE. SOURCE OF NOISE NOT YET DETERMINED.
14. COMMENTS: ALTHOUGH EWS PORTION OF TEST WAS
PRIMARILY FOR GATHERING DATA, USEFUL INFO WAS ALSO
GATHERED ON THE SYSTEMS.
TESTS WERE CONSIDERED SUCCESSFUL.

END OF MESSAGE

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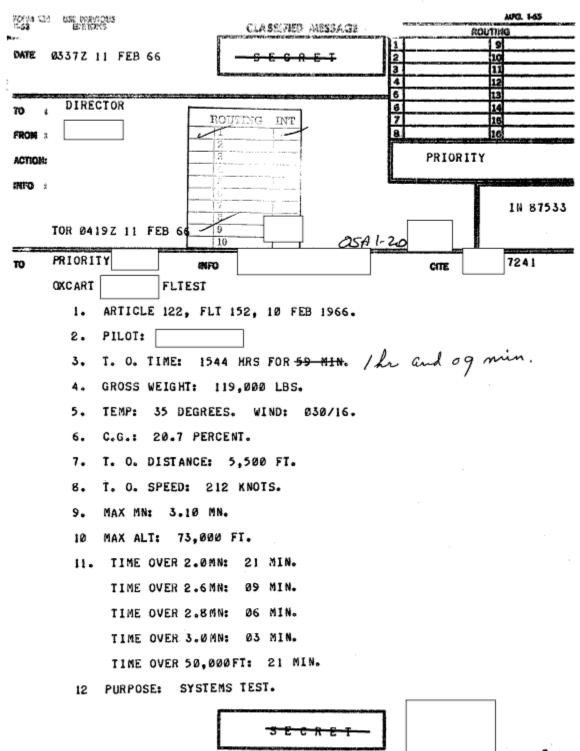


OXCART FLIEST OPS

- 1. ARTICLE 122 MADE FLIGHT 153 ON 16 FEB 66. PILOT: TAKE OFF AT 1418 HOURS FOR 1 HOUR AND 15 MINUTES. GROSS WT 120,400 LBS, C.G. 20.5 PERCENT, TAKE OFF DISTANCE 6,800 FT, TAKE OFF SPEED 195 KTS, PRESSURE ALTITUDE 4,235 FT, TEMPERATURE 47 DEGREES, WIND CALM, MAX SPEED 1.5 MACH, MAX ALTITUDE 46,000 FT. PURPOSE: EWS TEST AND OIL COONSUMPTION TEST.
- 2. SUMMARY: TAKE OFF AND CLIMB WERE NORMAL. PERFORMED SCHEDULED TESTS SATISFACTORILY. RESULTS OF EWS TESTS WILL BE REPORTED SEPARATELY. AUTOPILOT WAS USED ENTIRE FLIGHT. LANDING AND CHUTE WERE NORMAL.

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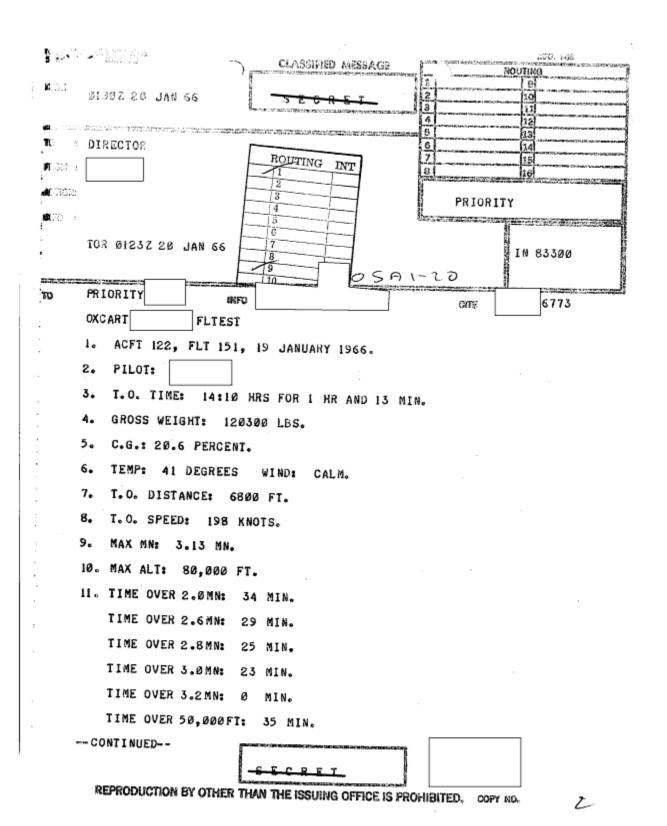
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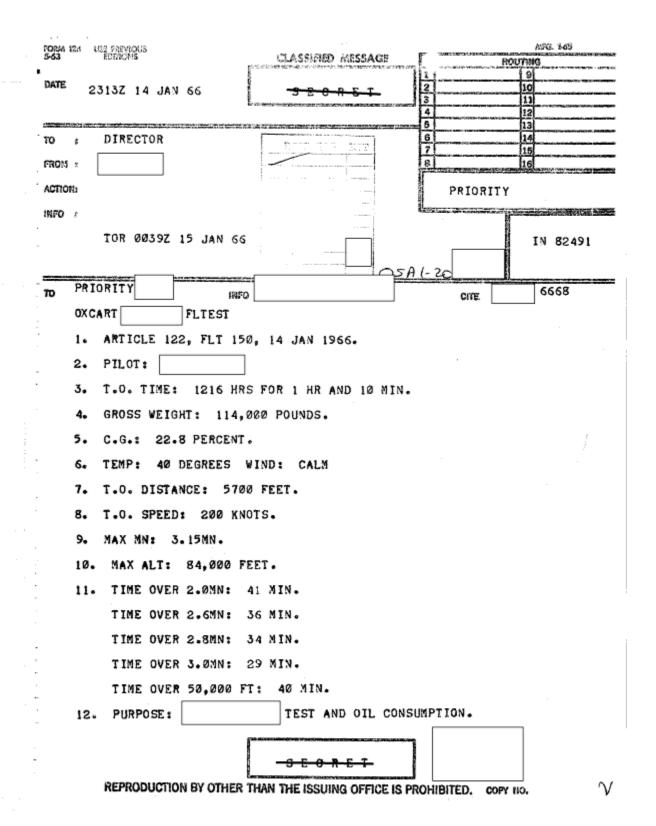
13. SUMMARY: VIBRATION NOTED IMMEDIATELY AFTER TAKEOFF WHICH WAS ATTRIBUTED TO BE AN OUT OF BALANCE NOSE WHEEL. CLIMBED TO 30,000 FT. WENT THROUGH TUNNEL FLAT, THEN WENT TO AB FOR CLIMB TO SPEED AND ALTITUDE. USED ANTO NAV IN CLIMB AND NOTED NEEDLE WAS CENTERED. USED AUTO DEST SELECT. OVER POWERED AUTO PILOT TO KEEP BANK ANGLE TO 20 DEGREES. SOME INLET ROUGHNESS NOTED AT .26MN. CIP°S WERE TOGETHER. AT 3.1MN L.H. FIRE WARNING CAME ON. REDUCED POWER TO MILITARY AND LIGHTS WENT OUT. CONTINUED DESCENT AND COORDINATED WITH CONTROL FOR SYSTEMS TEST. DISENGAGED AUTO NAV, PROCEEDED OVER STATION. PILOT NOTED MANY EWS LIGHTS DURING APPROACH TO STATION. PASSED HOME PLATE AT 45,000 FT. DESCENDING AND DUMPING FUEL. MADE GCA LOW APPROACH AT NORMAL LANDING. CHUTE OK.

14. PILOT COMMENTS: DURING TAXI OUT, SELECTED INS FIX AND NOTED SAS PITCH AND YAW LIGHTS ON. PUNCHED OUT OK.

END OF MESSAGE

3 E O H E T





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13. SUMMARY: FLT PLAN CALLED FOR TWO PASSES OVER HOME PLATE,
ONE FROM THE NORTH AND ONE FROM THE EAST. INS AUTO-NAV MAL-
FUNCTIONED DURING FIRST TURN. VOR WAS ALSO UNUSEABLE, FORCING PILOT
TO UTILIZE GROUND VECTORING TO MAINTAIN SOME SEMBLANCE OF FLT
PLAN. DURING CRUISE, C.G. SHIFTED TOO FAR AFT, NECESSTIATING
FUEL TRANSFER BY PILOT.

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į	OXCART FLTEST
	1. ARTICLE 122, FLT 149, 28 DEC 1965.
	2. PILOT:
	3. T.O. TIME: 2945 HRS FOR 1 HRS AND 17 MIN.
	4. GROSS WEIGHT: 109,600 LBS.
	5. C.G.: 22.8 PERCENT.
	6. TEMP: 31 DEGREES WIND: CALM.
	7. T.O. DISTANCE: 5220 FT.
÷	8. T.O. SPEED: 200 KNOTS.
	9. MAX MN: 1.02 MN.
	10. MAX ALT: 36,000 FT.
	11. PURPOSE: SINGLE ENGINE PERFORMANCE AND OIL CONSUMPTION.
	12. SUMMARY: PILOT CLIMBED TO 36,000 FT, SHUT RIGHT ENGINE DOWN,
i	HELD 36,000 FT UNTIL SPEED DROPPED TO .85 MN AND THEN MAINTAINED THAT
	SPEED THROUGUT REMAINDER OF TEST. WITH LEFT ENGINE IN MAX AB, AND
	MAINTAINING .85 MN, ACFT STABILIZED AT 28,000 FT. PILOT WENT TO
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MIN AS ON LEFT ENGINE AT THIS TIME (R ENGINE STILL SHUT DOWN),
AND STABILIZED AT 17,000 FT WITH ABOUT 20,000 LBS OF FUEL ABOARD.
ME THEN STARTED SINGLE ENGINE CRUISE CLINB, AND WORKED UP TO 20,000FT
WITH 10,000 LBS OF FUEL RENAINING. PILOT RETURNED TO BASE, NORMAL
LANDING, CHUIE DEPLOYMENT SATISFACTORY.

END OF MESSAGE

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END OF MESSAGE



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- TAKE

 OFF AT 1947 HOURS FOR 4 HOURS AND 8 MINUTES. GROSS VEIGHT 194, 388L3S,

 C.G. 23.3 PERCENT, TAKEOFF DISTANCE 3884 FT, TAKEOFF SPEED 193 KTS,

 PRESSURE ALTITUDE 4365 FT, TEMP 97 DEGREES, WIND 388/10, MAXIMUM SPEED

 194 HACH, MAXIMUM ALTITUDE 97, 680 FT. PURPOSE: SINGLE ENGINE

 PERFORMANCE AND OIL CONSUMPTION ON LEFT ENGINE.
- EAS TO 20,000FT. THEN SHUT DOWN RIGHT ENGINE AND CRUISE CLIMBED WITH LEFT ENGINE IN MAX AB TO 22,000FT. GROSS WEIGHT STARTED AT 139,300 LBS DOWN TO 64,000LBS. MADE MANY TURNS TO STAY IN SOA. THEN REFUELED AND HAD TO USE MANUAL REFUELING PROCEDURE. WAS ABLE TO HOLD 21,000 FI IN MIN AB AT 94,000LBS DOWN TO 64,000LB. REFUELED AGAIN AT 34,000LB GROSS WEIGHT STARTED SPEED POWER POINTS. FOUND MIN AS TOO MUCH POWER TO MAINTAIN 400 KEAS AT 15,000FT. WENT TO MIL POWER. SPEED AND SLITTUDE DRIFTED DOWN TO 13,500 FT AT 350 KEAS. COULD MAINTAIN 15,900 FT AT 950 KEAS. TOOK ON 50,000LB MORE FUEL AND CRUISE CLIMBED



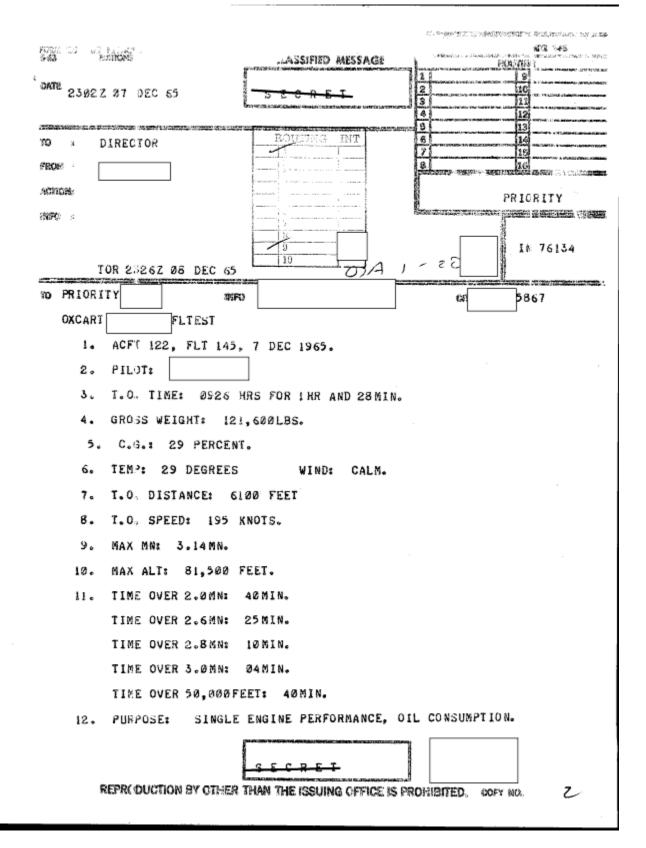
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OXCART FLTEST	
1. ARTICLE 122, FLT 146, 8 DECEMBER 1965.	
2. PILOT:	
3. T.O. TIME: 1019 HRS FOR & HRS IND 23 MIN.	
4. GROSS WEIGHT: 122,350 POUNDS.	
5. C.G.: 19.9 PERCENT.	
6. TEMP: 36 DEGREES WIND: CALM.	
7. T.O. DISTANCE: 6600 FEET.	
3. T.O. SPEED: 230 KNOTS.	
9. MAX MM: 3.19M%.	
ID. MAX ALT: 84,000 FEET.	
11. PURPOSE: SINGLE ENGINE PERFORMANCE, OIL CONSUMPTION.	
12. SUMMARY: LEFT ENGINE REQUIRED A MODIFIED STARTING PROCEDURE.	
WOULD NOT START FIRST TRY, SO PILOT HIT START AT FIRST INDICATION	
OF RPH AND CAREFULLY WORKED UP TO IDLE RPM. GENERATORS DID	
NOT COME ON THE LINE FIRST TIME SWITCHED ON, RECYCLED ON THE	
MEXT TIME AND FORTUNATELY DID NOT DISABLE INS. TAKEOFF AND	
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SHIT COME. LIPT ENGINE WAS IN MEA IN DOWN TO SE, MAR FROM THER HIS AR ARC 319 MEAS BORN TO SHASOWLE. REDUCED ALT TO INCOME FEET AND MADE SPEEL FORMS RUNS AT 250 REAS. RELIT RIGHT EDGINE, FOWER LIGHT OFF WAS WEST SLOW. ACTEL WAS SLOW. RIGHT FWO BYPASS WAS OPEN. RIGHT AND BYPASS WAS BLOSED FOR ENGIGE AIR STARY. CLOSED RIGHT FWD BYPASE AFTER START. MET CARRER AT 28, PMG FEET, MADE CONTACT FOR SEGROO POUNDS. BACKED OFF AND LIT AB. MOVED SACK INTO FILL ARTICLE TO 68,000 POUNDS. SECOND ACCEL SAME AS FIRST TO 3.1WN AND SE. GAS FEET. LEFT ENGINE IN MIN AR, LEFT AND HIGHT FWD DOORS OPEN, RIGHT AFT DOOR OPEN. SHUT DOWN RIGHT ENGINE. SPIKES AUTO TO 2.6, 350 KEAS. DESCENT 69,000 FEET, THEN MANUAL. DESCENT TO 15,000 FEET FOR SPEED POWER DATA. MILD UNSTARTS NOTED DOWN TO 1.6MM. DESCENT IN MIN AB WAS FAIRLY FLAT DOWN TO 1.3MM. THEN STEEP TO 0.9MN AT 350 KEAS. AT 15,000 FEFT, LIT LEFT AR AND ACCELED TO 425 KEAS, THEN SLOWED DOWN TO 325, 275, 256 KEAS AND LET DOWN TO 19,000 FREE. CLOSED RIGHT AFT RYPASS, OPENED RT. FWR AND AIR STARTED RIGHT ENGINE. PICKED UP FUEL TO 69,002 KOUGOS AGAIN BY SAME PROCEDURE AS MENTIONED PREVIOUSLY. THIRD ACCEL SAME AS SECOND. ACCEL TO 3.19MN AND 84,000 FEET. SHUT DOWN RIGHT ENGINE WITH SAME PROCEDURES AS REFORE. SAME DESCENT

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CHUTE NORTHER INS HAD FIVE MILE ERROR AND S
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58-57	(IN 76134)	5 8 C R 1 1	PAGE 2

13. SUMMARY: TAKEOFF AND CLIMB NORMAL TO ALT SPEED. OPENED BOTH FWD DOORS AND SHUT DOWN R. ENGINE. THEN OPENED AFT RIGHT DOOR.
AT 2.3 MN. WENT FORWARD WITH RIGHT SPIKE. DECEL TO 350 KEAS IN MAX AB AND SETTLED DOWN TO 27,000 FEET. TOOK SPEED POWER DATA AT THIS POINT AS WELL AS IN MIN AB AT 10,000 FEET, MAX AB AT 20,000 FEET.
MIL AT 20,000 FEET. WENT OUT TO JOIN UP WITH TANKER BUT HAD COMMO PROBLEMS AND ABORTED FLT. DESCENT AND LANDING, CHUTE NORMAL.

14. COMMENTS: INS AND VOR DID NOT COORELATE AT VOR

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TOR: #4652 97 DEC 65 10 10-1-26 14-7	5519				
	TO BE DEFINED ASSOCIATED IN SET				
TO PRIORITY SHEET 5842					
OACART FLE OFS					
1. ARTICLE 122, FLT 144, 5 DEC 65.					
2. PILOT:					
3. T. J. TIME 1300 HOURS FOR 3 HOURS AND 14 MINUTES.					
4. GROSS WEIGHT, 121,450 Lbs					
5. TEMP: 49 DEGREES, WIND CAL					
6. C. G.: 20-2 PERCENT.					
7. T. O. DISTANCE: 6708 FT.					
8. T.O. SPEED: 205 KNOTS.					
9. WAK DN: 3.14					
10. MAX ALT: 81,000 FI.					
11. Tine Over 2.6 m. : HR 20 Alm.					
Time Over 2.6 but 50 bis					
Time over 2.8 hm: 38 nim					
Time Over 3.8 was 15 mia					
TIME OVER 3.2 DAR W/A					
TIME OVER 50,000 FT: 1 HR 20 MIN					
12. PURPOSE: SINGLE ENGINE PERFORMANCE LIET ENGINE ON DON-					
SUAPTION. SESSET					

13. SUB ARY: RIGHT STARTING CART OUT OUT AT 2520 RP: DURENG START. BUT ENGINE CAME OF O.K. TAKE OFF AND CLIES WORLAL SIDER TURNEL. ACCEL TO 2.5 MACH. STALLED TORS AT SAIL BURG AND BLAZZE FIL. SHAT BOUR RIGHT ENGINE HAD RELD MAITIBUE UNIVERSITE SEED DEAN TO SEE AT 2.7 MM. RIGHT MALEY COSTANTED, HOVED SPINE FORWARD FOR DELAMED. HELD LEFT EGT AT 798-800 DEGREES. ANTICLE SOFFCHED OUT AT 55,888 FEET. CUT OFF BURNER AND DESCENDED TO 18,864 FT FOR SPEED POWER. ARTICLE WAS HARD TO STABILIZE FOR DATA. CLIBBED TO 22,000 FT AND RE-LIT BURNER. TOOK SPEED POWER DATA IN BURNER AT 302 MEAS, STARTED CLIMBING. STARTED R ENGINE. JUINED WITH TARKER AND REFUELED. CLIBED OUT TO NORTH AND REPEATED RT ENGINE SHOT DOWN, DESCENT TO 60,000 FEET IN FULL AS THEM WENT MIN AB FOR KEST OF DESCENT. TOOK SINGLE ENGINE SPEED POWER DATA AT 18,802 FT, 25,000 FT AND 24.500 FT. RESTARTED RIGHT ENGINE. 1 .INUTE 15 SECONDS REQUIRED TO GET RIGHT ENGINE TO IDLE RP ... TRANSFERRED FUEL FORWARD. LANDED, CHUIE NOR .. AL.

PILOT CO....ENT:

TACAN OFF 10 DEGREES TO HIGHT.

END OF MESSAGE

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- 1. ARTICLE 122, FLT 143, 3 DEC 1965.
- 2. PILOT:
- 3. T.O. TIME: 2911 HRS FOR 3 HRS AND 84 HIR.
- 4. GROSS WEIGHT: 121,580 Las.
- 5. C.G: 22 PERCENT.
- 6. TEMP: 29 DEGREES WIND: CALM.
- 7. T.O. DISTANCE: 7822 FEET.
- 8. T.O. SPEED: 202 KNOTS.
- 9. MAX MN: 3:13 MN.
- 10. MAX ALT: 81806 FEET.
- 11. TIME OVER 2.8MM: 1:05 MIS

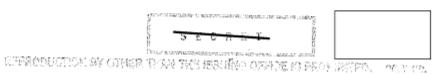
TIME OVER 2.6MM: . 45 MIN

TIME OVER 2.8 MNs 25 MIR

TIME OVER 3.2MB: '10 MIN

TIME OVER 3.26M: N/A MIN

TIME OVER 58,000FT: 1:35 NIW



PAGE TWO 5786 5786

IK 75000

12. PURPOSE: SIMPLE ENGINE PERFORMINGE AND DIL CONSUMPTION.

13. CONFIGURATION HAD SED INLETS - HS LEFT. BENDIX RIGHT FUEL CONTROLS.

14. DEGREE MEST MADE. THE FORTAL TRANSPORT, AND ADDRESS AND SINGLE ENGINE DECELS WEST KASE. THE FORT SHOT BUT HE WAS AT SI,688 FEAT, 3.15MM. THE TAMOTERS WIT CHOPPED FOCK MAX HE TO GOT OFF AND THE OTHER ENGINE HELO AT MCK AS AND ACPT SPEED AT 488 FEAS ALL THE WAY DOWN TO 21,38% FEET WHERE IT REFUSED TO GO LOVER HOLDING 486 MEAS. AND MAX AB. AFTER FAMING SPEED POWER POINTS, THROTTLE WAS REDUCED SELOW AFTER—BURNING AND SPEED FOWER POINTS WERE TAKED AT 18,888 FEET AND 388 KEAS. HE THEN HELIT ENGINE, MEMBELED FROM TANKER AND MEACELEMATED TO 78,888 FEET, 3.88MM AND REFEATED THROTTLE CHOP AND ENGINE SHUT DOWN. HE HELD 486 MEAS. MAX AB TO 68,888 FEET THEN WENT TO MIN AB WHICH BOTTOMED OUT AT 20,888 FEET. AFTER TAKING SPEED POWER POINTS, HE DROPPED OUT OF AB AND WENT DOWN TO 18,888 FEET WHERE HE TOOK POINTS AT 275, 256 AND 238 MEAS.

END OF MESSAGE

SEEVET

61112 05 0EC 65 - Sinearch ROUTING INT 1.771 PRIORITY To display a parte de la proper per parte de la company 05AL Turk 91352 23 920 63 18 75276 otavaranto ka stansa 🗱 PRIDAITY 5748 \$38C OXCART FLIEST 1. ARTICLE 122, FLT 142. 2. PILOT: 3. I.O. TIME: 1001 HAS FOR 2 HRS AND 40 MIN. 4. GROSS WEIGHT: 121,552 LBS. 5. C.G.: 19.8 PERCENT. 6. TEMP: 35 DEGREES WIND: CALM. 7. T.O. DISTANCE : 6282 FEET. 8. T.O. SPEED: 195 KNOTS. 9. MAX MN: 3.13 MK. 10. MAX ALT: 79,886 FEET. 11. TIME OVER 2.8MR: 1:13 MIN TIME OVER 2.8MM2 45 MIN TIME OVER 2.5MM: 30 MIN TIME OVER 3.0Ner 4 MIN 12. PURPOSE: SINGLE ENGINE PERFORMANCE, OIL CONSUMPTION. 13. RIGHT ENGINE THIMMED DOWN TO 735 DEGREES, LEFT ENGINE DOWN TO 2 REPRODUCED BY ONE OF THE THE REFING OFFICE IS PROBBITED. CONTING.

17542 3% NOV 65 TO DESCRIPTION OF THE PROPERTY FOTCHRED : " ROUTING INT F'001 + PRIORITY 7987 8814Z 38 MOV 65 1號 1945日本 river assessed DE PRIFRITY 6683 GXCART FLTEST 1. AGTICLE 122, FLT 146, 29 NOV 1965. 2. PILOT: 3. T.O. TIME: 1516 HOURS FOR I HR AND 21 MIN. 4. GROSS WEIGHT: 121,500 POUNDS. 5. C.G.: 19.8 PERCENT. S. TEMP: 47 DEGREES WIND: 210/68 7. T.O. DISTANCE: GREET. g. T.O. SPEED: 195 KNOTS. 0 9. MAX MN: 0.88MN. 10. MAX ALT: 32,000FEET. II. PURPOSE: OIL CONSUMPTION L/H ENGINE, MOZZLE INSTABILITY, RZH ENGINE. 12. SUMMARY: TAKEOFF AND CLIMB NORMAL. PILOT RECORDED DATA SETUEEN 28,868 AND 38,888 FEET, AND 8.75MN TO 5.88MN. TOI ETHICK AT 1.7 MM FOR TWENTY MINUTES THEN CAME BACK TO MORMAL, THER STUCK AGAIN FOR REMAINDER OF FLT. LANDING AND CRUTE NORMAL.

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TO PRIORITY DIFO		GTE 5531
OXCART		

- 1. ARTICLE: 122, FLT: 144, 19 NOV 65.
- 2. PILOT:
- 3. T.O. TIME: 1535 HOURS FOR :59 MINUTES.
- 4. GROSS WEIGHT: 114,000 POUNDS
- C.G.: 22.3 PERCENT.
- 6. TEMP: 53 DEGREES WIND: CALM.
- 7. T.O. DISTANCE: 6400 FT T.O. SPEED: 190 KNOTS.
- 8. MAX MN: 3.02 MN MAX ALT: 76,000 FT.
- 9. TIME OVER 2.0MN: 25 MIN; TIME OVER 2.6MN: 15 MIN; TIME OVER
- 2.8MN: 10 MIN; TIME OVER 3.0MN: 6 MIN; TIME OVER 50,000FT: 25 MIN.
- 10. PURPOSE: RIGHT ENGINE NOZZLE INSTAPILITY: LEFT ENGINE CIL CONSUMPTION.
- 11. SUMMARY: ENGINE TRIM NORMAL. CRUISED AT 29,000 FEET PRICE TO CLIMB. AT 1.7 MACH OPENED AFT DOORS 50 PERCENT AT 2.0 MACH WENT AUTO ON FWD DOORS. CLOSED AFT AT 2.8 MACH. NOTED ROUGHNESS AT 2.45 MACH. NO HYDRO FLUCTUATIONS NOTED.



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PAGE TWO

MADE TURN AT 260 MEAS OND 3.0 MACK. DECELED. ACCELED

ABATH. AT 1.7 MACK WENT TO BE POSTITION AFT DOORS. AT 2.5 MACH

POMENTARY UNSTART CAUSED BY LEFT FMD BYPASS DOOR SWITCH. OPENED

FWDS THEN TO AUTO AND ACCELERATED OUT O.K. DECELERATED AGAIN.

LANDING CHUTE NORMAL.

COPMENT: MUCH EGT TRICKING PROMYRED DURING FLT.

END OF MESSAGE

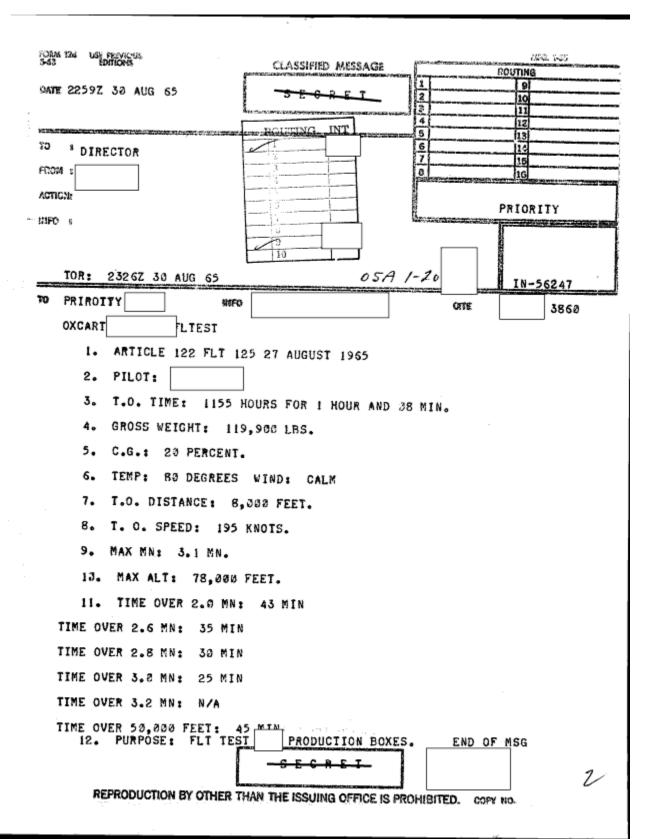
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		39, 10 NOVEMBER 1965.		
	PILOT:	er's to see the transfer to the		
		RS FOR 1 HR AHD 05 WIF	1	
	4. GROSS WEIGHT: 110		•	
	C.G.: 22.3 PERCENT			
	s. TEMP: 40 DEGREES			
	7. T.O. DISTANCE: 620			
	8. T.O. SPEED: 198 KN	10 15		
	9. MAX MN: 3.05 MN			
	10. MAX ALT: 78,200 FE	ET		
	11. TIME OVER 2.0MN: 3	SO MIN		
	TIME OVER 2.5MN: 2	5 MIN		
	TIME OVER 2.8MN: 2	22 1411		
	TIME OVER 3.2MN: 1	15 MIN		
	TIME OVER 50,000 F	T: 32 MIN		
	12. PURPOSE: R.H. NOZ	ZZLE INSTABILITY INVES	TIGATION.	
		The state of the s	Principle Control of C	
		Environmental construction of the construction	PROHIBITED, COPY NO.	

13. SUMMARY: TAKEOFF NORMAL. TEN MINUTES AFTER TAKEOFF, MAG COMPASS WAS 45 DEGREES OFF. PILOT SYNCHED. AT 1.7MN WENT TO FIFTY PERCENT ON AFT DOORS. AT 2.0MN WENT TO AUTO DN FORWARD DOORS. ACCELED TO 3.0MN IN THIS CONFIGURATION. INLETS MATCHED AND SMOOTH. MADE TURN TO SOUTH 50 NORTH OF ______ COMPASS OK. MACH HOLD HELD WITHIN PLUS OR MINUS 0.02 MN IN CRUISE, BUT DID NOT HOLD WITH MORE THAN 20 DEGREES BANK. RIGHT SIDE REQUIRED EXCESSIVE TRIMMING DURING ACCEL AND DECEL. DESCENT NORMAL, LANDING NORMAL. CHUTE WAS SLOW TO JETTISON. DURING TAXI IN LEFT BRAKES PULLED AND CHATTERED.

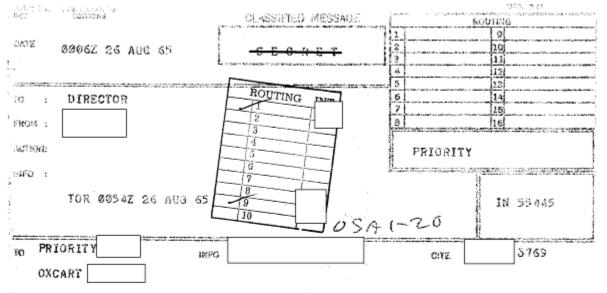
14. COMMENTS: THIS FLT WAS MADE TO VERIFY NOZZLE INSTABILITY NOTED IN ACFT 130.

END OF MESSAGE



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	OXCART FLTEST		ı	
	REF: 3769			
	4204			
,	SUBJECT: ARTICLE 122,	FLT 124, 25 AUGUST	1965.	
	FOLLOWING INFORMATIO		MESSAGE	
	3769, 25 AUGUST 1965:	PILOT:	TIME ABOVE	2.0MN - 50MIN;
	2.6MN - 45MIN; 2.8MN	49MIN: 3.0MN - 35M		
	ABOVE 50,000FT - 50MIN.			
		END OF MESSAGE		

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- DURATION 1:11. GROSS WT 119900, C.G. 19 1/2 PERCENT, T.O. DIST
 7100 FT, TEMP 70 DEGREES F, WIND CALM, MAX MACH 3.23, MAX ALT
 83000 FT. PURPOSE OF FLT WAS FLT CHECKOUT OF PRODUCTION GEAR.
 AFTER CLIMB AND ACCELERATION TWO HIGH FAST PASSES WERE MADE
 TOWARD HOME BASE DURING WHICH ALL GEAR WORKED SATISFACTORILY.

 (REPORT FOLLOWS). THESE BOXES WILL BE REMOVED AND INSTALLED IN
 NBR 126 OR 127 ASAP. ANOTHER COMPLETE SET WILL BE INSTALLED
 IMMEDIATELY FOR A FLIGHT 26 AUG. WE HOPE TO TEST THE THIRD SET
 BY 27 AUG AS THE AIRCRAFT MUST GO DOWN FOR A WING FUEL TANK REPAIR
 BY THE WEEKEND.
- 2. INSOFAR AS AIRCRAFT PERFORMANCE WAS CONCERNED THERE WAS SOME CIP WANDER, THE INS HAD A 6 TO EIGHT DEGREE RIGHT BIAS CAUSING A 45 DEGREE BANK AND WAS DISENGAGED, THE LEFT TACHOMETER FAILED, THERE WAS WINDMILL VALVE TYPE ROUGHNESS ON LEVEL, THE COCKPIT WAS TOO HOT, THE RIGHT OIL PRESSURE TRANSMITTER REQUIRES REPLACEMENT,

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parameter and an article for each and a series of the seri	

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3769 (IN 55445) PAGE TWO

THE CHUTE WAS SLOW TO OPEN AND JETTISON.

- 3. THERE WERE NO AD'S DURING THE FLIGHT.
- 4. AIRCRAFT IS SCHEDULED FOR 26 AUGUST.

END OF MESSAGE

DIRECTOR ROUTING INT DIRECTOR ROUTING INT PRIORITY FITEST 095 1. ARTICLE 122 MADE FLT 123 ON 6 AUG 65. PILOT TAKEOFF AT 1056 FOR 1 HOUR AND 11 MIN. GROSS WEIGHT 119,800 LBS, C.G. 19.7, TAKEOFF DISTANCE 7800 FEET, TAKEOFF SPEED 197 KNOTS, TEMPERATURE 87 DEGREES, WIND CALM. MAX SPEED 3.23 MACH, MAX ALT 79,500 FEET, TIME OVER 2.0 MACH THIS FLIGHT 42 MIN. 2.6 MACH 36 MIN. 2.8 MACH 32 MIN, 3.0 HACH 30 MIN, 50,000 FEET 42 MIN. PURPOSE OF FLIGHT: SYSTEMS TESTS. 2. LEFT ENGINE STARTER CUT OUT EARLY. INS OK ON RUNWAY. TAKEOFF AND CLIMB IN MIN AB TO 25,000 FEET. TURNED ON SYSTEMS A AND B. NOTED GREEN LIGHT FIVE MINUTES LATER. CLIMBED IN MIN AB TOWARD WAS TO RIGHT OF COURSE, AT 2.35 MACH STARTED TURN AND ACCELERATED TO 2.9 MACH. STEERED AUTO NAV DIRECTLY OVER HOME PLATE AT 3.2 MACH AND 76,000 FEET. NOTED PSI VARIATIONS IN RIGHT CIP AND R HYDRO FLUCTUATION. THEN NOTED LEFT CIP VARIATIONS. MADE ANOTHER TURN TO NORTH NEAR MILES NORTH OF BASE. AT 3.2 MACH AND 79,500 FEET ACTIVITY LIGHTS AND MADE PASS 10	jiro e	02 520 -0 - 3 Bas 50 E	gwaaism		100 OPA 1110 1111
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	MAD	E ANOTHER TURN TO N	ORTH NEAR	AND MADE P	ASS 10
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3406 (IN 51865)

PAGE TWO

PITCH TRIM. LEFT TACH WENT TO ZERO 45 MIN AFTER TAKE OFF.

DECELERATION PILOT NOTED ENGINES ROUGHNESS 3 CPS) BETWEEN 6800

AND 6900 RPM. OTHERWISE DECELERATION AND LANDING NORMAL.

3. CHUTE DID NOT JATTISON IN TAIL WIND. "A" BAY WENT TO 90 DEGREES AT END OF CCUISE.

END OF MESSAGE

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10/13 17502 95 AUG 65 10 105A-	1-20 IN-51746
PRIORITY OF	GER 3383
OXCART FLIEST OPS	
1. ARTICLE 122 MADE FLIGHT 122, ON 5	AUG. PILOT
TAKE OFF AT 1558 HOURS FOR 1 HOUR 69 MIN.	
C.G. 20.2 PERCENT. TAKEOFF DISTANCE 880	
KNOTS. MAX SPEED 3.22 MACH, MAX ALT 80,	
MACH THIS FLIGHT 43 MIN, 2.6 MACH 36 MIN	
MACH 25 MIN, 3.2 MACH 17 MIN, 50,000 FT	
SYSTEMS TEST.	
2. INS INOPERATIVE PRIOR TO TAKE OFF	DUE TO LOSS OF POWER.
LEFT BRAKE GRABBED DURING TAXI. LONG TAX	
DUE TO HIGH TEMP. CLIMB IN MIN BURNER TO	
PRESSURE WAS DOWN TO 45 LBS, AT 1.7 MACH	·
PERCENT. AT 2.0 MACH WENT AUTO ON FORWAR	
TOGETHER. WENT AROUND CORNER AT 2.3 MACH	
	DOD VECTOR OVER BASE AT 3.2
MACH AND 76, 300 FT. NOTED MILD LEFT HYDR	
MITTENT DROP OF 1 1/2 PSI ON LEFT HYDRO.	
providence and a second	CONTINUED EAST OVER
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AT 3.1 MACH AND 74,300 FT MADE 35 DEGREE TUR	-
19 MILES SOUTH OF BASE AT 3,22 MACH AND 78,000 FT.	DURING DE-
CELERATION AT 1.9 MACH PILOT NOTED RIGHT ENGINE ROUG	HNESS BETWEEN
5900 RPM AND 6800 RPM. ROUGHNESS CONTINUED BOWN TO	1.4 MACH
ON LANDING THE LEFT TACH WENT TO ZERO. COMMENTS:	

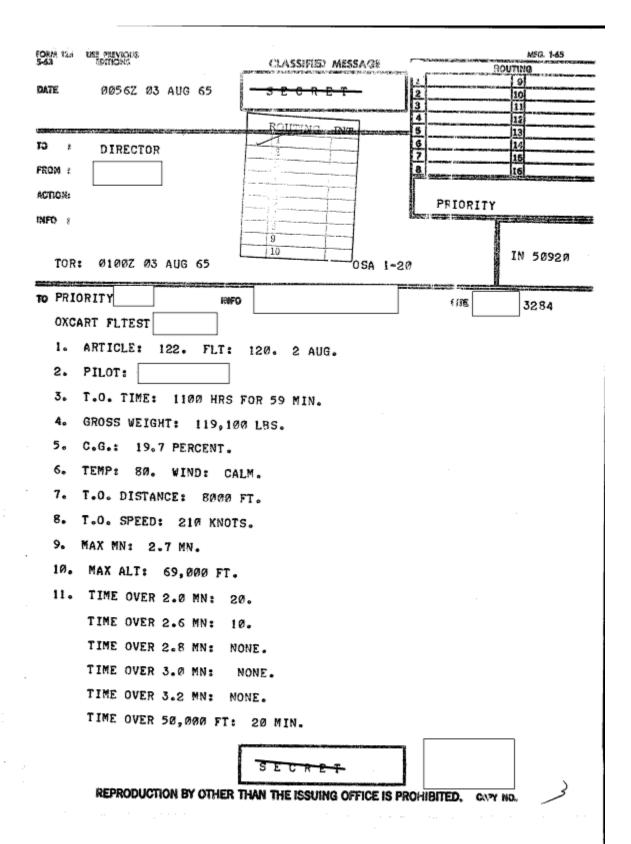
- 1. ENGINE ROUGHNESS NOT DEFINED, STILL UNDER INVESTIGATION.
- 2. LEFT TACH FAILURE CAUSED BY HARNESS PROBLEM.
 END OF MESSAGE

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	OXCART OPS FLTEST			
	 ARTICLE 122 MADE 	FLT 121 ON 4 AUG 65.	PILOT	
	TAKE OFF AT 1034 HOURS	FOR 1 HOUR AND 9 MINUTE	S. GROSS WEIG	HT
	120,000 LBS, C. G. 19.9			
	OFF SPEED 210 KTS, PRES			
	WIND 020/5, MAXIMUM SPE			
	TIME OVER 2.0 MACH THIS			
	FLT 35 MINUTES, TIME OV			
	3.0 MACH THIS FLT 24 MI			
	16 MINUTES. TIME OVER			SF:
	FLIGHT TEST OF	AND		
	2. TAKE OFF AND CLIN	B ON 400 KEAS LINE WER	E NORMAL.	
	MADE ONE NORTH TO SOUTH			T 3.14
	MACH AND 78,000 FT.	WAS UNABLE TO MAKE		
	OR GROUND CONTRO	DL ON THIS RUN.	MADE A SECOND	
	FROM SOUTHEAST TO NORTH	VEST, COMING OVER THE	AT 3.1	
	MACH AND 78,000 FT. RAI	DIO CONTACT WITH AN		
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DEPLOYMENT WERE NORMAL OPERATION WILL BE REPO	. INFORMATION C	DESCENT, LANDING AND CHUTE CONCERNING ELECTRONIC SYSTEMS CABLE.

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3284 (IN 50920)

PAGE TWO

12. PURPOSE:

AFTER TAKE OFF CLIMB MADE IN MAX AB. AT 1.0 MACH WENT TO 50

PERCENT AFT BYPASS. AT 2.1 THE INLET UNSTARTED ON THE LEFTSIDE.

PILOT OPENED FWD DOORS, CLOSED THEN INLET UNSTARTED AGAIN. PILOT

THEN TRIED SEVERAL OTHER DOOR SCHEDULES BUT COULD NOT KEEP INLET

GOING ABOVE 2.7 MACH SO WENT AROUND COURSE AS BEST HE COULD

WITH UNSTARTS OCCURING ON RIGHT SIDE DOWN TO AS LOW AS 1.75 MACH.

SYSTEMS WERE EXERCISED INBOUND TO BASE. DURING DESCENT AT 6800

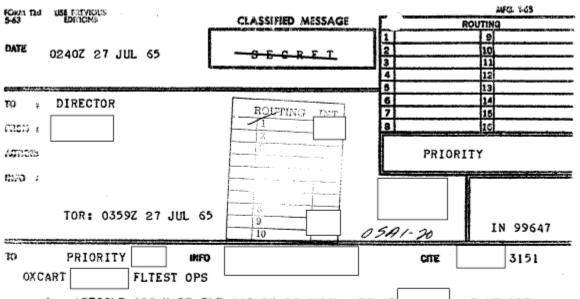
RPM THE LEFT ARTICLE CAME OUT OF BURNER FOR DESCENT. AN UNUSUAL

PITCH OSCILLATION WAS NOTED BY PILOT WHICH PERSISTED FOR 20 SEC
OND, THEN DISAPPEARED. LANDING NORMAL, CHUTE NORMAL.

COMMENT: THE UNSTARTS OCCURED FOR REASONS NOT KNOWN AT THIS TIME. THE PILOT STATED THAT HE FELT THE SPIKE WENT FULL AFT FOLLOWING EACH RESTART.

END OF MESSAGE

C C C D F T



- 2. LEFT STARTER CUT OUT AT 2800 RPM, OTHERWISE START NORMAL.

 LEFT BRAKE WAS GRABBING DURING TAXI. C.G. APPRAISED TO BE FAR AFT

 DURING TAKE OFF. PILOT WAS REQUIRED TO MAKE IMMEDIATE PITCH TRIM CO
 RRECTION AFTER LIFT OFF. LEVELED OFF AT 31,000 FT TO GO UNDER TUNNEL.

 CLIMBED IN MAX AB AT 400 KEAS. AT 1.2 MACH ENGAGED AUTO NAV WHICH

 CORRECTED HIM ONTO TRACK. PILOT FLEW ARTICLE MANUALLY IN PITCH.

 AT 1.7 MACH PILOT WENT 50 PERCENT OPEN ON AFT BYPASS. AT 2.0 MACH

 WENT AUTO ON FORWARD BYPASS. ACCELERATION WAS GOOD WITH MATCHED CIP'S

 AND SMOOTH ACCELERATION. ALTHOUGH LEFT CIP OCCASSIONALLY DROPPED.

 DISPARITY BECAME 1 1/2 LBS DURING LEFT TURN. AT 3.1 MACH 400 KEAS

 CIP'S WERE 16. ARTICLE RAN OUT OF THRUST DURING TURN AT 2.85.

-3 E O R E T

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PAGE TWO

ACCELERATING AGAIN WHEN LEVEL SCUTH BOUND OUT OF TURN. AT 3.14

MACH NOTED FIRE WARNING ON RIGHT SIDE. POWER WAS REDUCED. FIRE

WARNING WENT THEN ON AGAIN. VERIFIED AS A FIRE. WENT OUT AS POWER

WAS REDUCED TO IDLE. DURING TURN IN AUTO NAV ROLL IN WAS AT AN

EXCESSIVE RATE SO PILOT TOOK OVER AND HELD TO 30 DEGREES BANK.

PILOT HAD A TENDENCY TO OVER CORRECT ON NEEDLE DUE TO WIDE

NEEDLE DEFLECTIONS FOR SMALL ANGLE DEVIATIONS. TURNED ON

SYSTEMS A AND B AT GREEN LIGHT ON B 5 MINUTES AFTER

SYSTEM WAS TURNED ON. PILOT NOTED MUCH NOISE IN HEADSET, ALSO

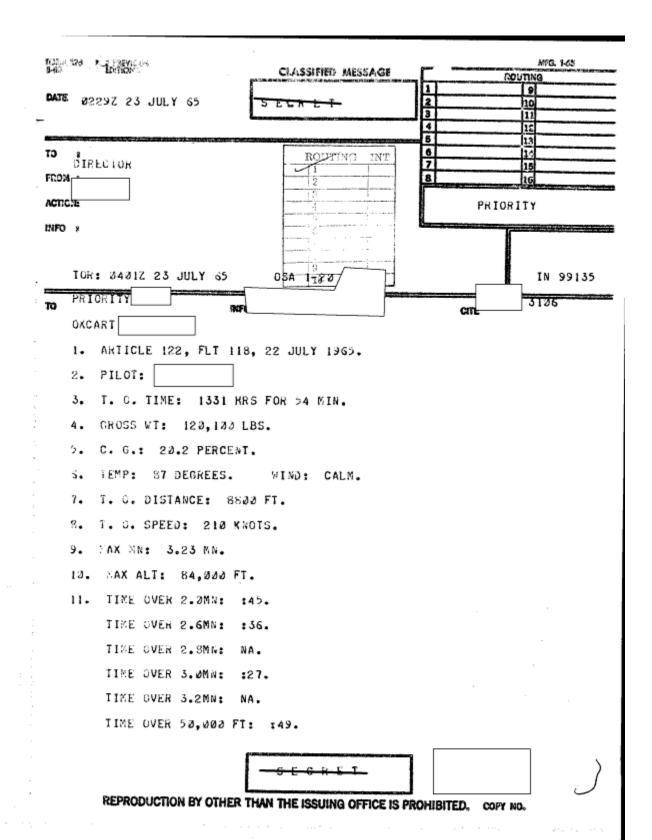
NOTED THAT NOISES WERE REDUCED WHEN UHF WAS TURNED DOWN,

ALSO WHEN VOR RESET. ON RIGHT SIDE DF SYSTEMS 7 AND 8 CAME

ON INBOUND.

3. LANDING, CHUTE NORMAL.

END OF MESSAGE



PAGE	S	3106	SECRET	IN 99135

12. PURPOSE: SYTEMS TEST.

13. SUMMARY: TAKEOFF AND CLIMB MADE WITH NORMAL SCHEDULE. ACCEL TRANSONIC WAS MADE IN SLIGHT DIVE TO PICK UP 400 KEAS CLIMB. WENT AUTO NAV IN ROLL AND FLEW PITCH MANUALLY NORTH AND AROUND TURN. AT 1.7MN, WENT AFT BYPASS TO 50 PERCENT. AT 2.0MN, WENT FWD DOORS AUTO. CIP'S MATCHED DURING ACCEL, BUT A DISPARITY OCCURED IN CIP'S AT HIGHER MACH. ROUGHNESS NOTED DURING ACCEL AND CRUISE. L HYDRO FLUCTUATION (500PSI) WITH CIP DISPARITY, SO PILOT LEFT AFT BYPASS AT A POSITION FOR CRUISE. CONTACTED ΑT AUTO NAV HELD ARTICLE WELL. AT 84,000FT, NOTED SYSTEMS D AND F LIGHTS ON RIGHT SIDE. DID NOT SEE SYSTEM A LIGHTS ON. PASSED OVER HOME PLATE AND BANKED AROUND SOUTHEAST BY FOR ANOTHER PASS OVER BASE, BUT NOTED WX AND DECIDED TO LAND INSTEAD. RIGHT SIDE UNSTARTED DURING 2.9MN DESCENT. OPENED FWD BYPASS BUT NO CURE, SO MOVED SPIKE FWD WHICH CLEARED UP UNSTART. DESCENDED THROUGH WEATHER, TRANSFERRED FUEL FWD, LANDED, CHUTE NORMAL.

END OF MESSAGE

FORM E-63	12d				MFG. 9-45		
E-63		**************************************	tu		ROUTING		
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	TOR 0528Z 21 JUL 6:	5 19	OSAT-20		IN 9868		
TO	PRIGRITY	SNFO		G	TTE 3037		
	OXCART						
	1. ARTICLE 122, FL	LT 117, 20 JU	LY 1965. PIL	0T:			
	T.O. AT 110 OHRS FOR 1HR AND JAMIN. GROSS WT: 114,500LBS,C.G.						
	21.3PERCENT, T.O. DISTANCE: 6900FT, T.O. SPEED: 190KNOTS, TEMP:						
	Typen, MAX Speed: 3.25, MAX ALT: 83,000FT. TIME OVER 2.0MN THIS						
	FLT - 35MIN, 2.5MN - 25MIN, 2.8MN - 23MIN, 3.0MN - 15 MIN, 3.2MN -						
	107 IR. TIME OVE R 50,000FT - 35MIN. PURPOSE: TEST						
	TURNED OFF PRIOR TO TAKEOFF DUE SYSTEM SHORT CIRCUIT WHICH						
	WAS TAKING OUT THE A AND M SAS SYSTEMS. ENGINES TRIMMED TO						
	785(L) AND 798(R) BEFORE TAKEOFF. NO FURTHER TRIM REQUIRED DURING						
	THE FLT. TAKEOFF AND INITIAL CLIMB NORMAL. WENT TO SUPERCENT AFT						
	BYPASS AT 1.7MN, ATTEMPTED TO GO TO AUTO AT 2.3MN. NOTED						
	THAT LEFT CIP LAGGING BY ABOUT 1.5PSI DUE TO LEFT FWD DOORS STUCK						
	GPEN. WENT TO AFT DOORS FULLY CLOSED ON LEFT, AUTO ON RIGHT FOR						
	RENAINDER OF CLIMB.						
	3. DURING CLIMBOUT	r, DRIVER ENG	AGED AUTO NAV	, CAUSING	ARTICLE TO ROL		
				7			
		-s-	E C R E T	1			

3037 45-50 DEGREES IMMEDIATELY. ROLL AND PITCH TRIM SEEMED TO BE INEFFECTIVE IN CORRECTING, DRIVER HAD TO RESORT TO MANUAL STICK CORRECTION. MACH HOLD WAS ENGAGED, ARTICLE STARTED DIVERGENT OSCILLATIONS, MACH HOLD DISENGAGED. ON SOUTHBOUND LEG. DRIVER NOTED INS NEEDLE SWINGING BACK AND FORTH 35-40 DEGREES WHILE ARTICLE FLYING STRAIGHT AND LEVEL. DIG ALSO

READING INCORRECT AT THIS POINT, SO DRIVER FLEW BY EYE (WITH

IN 98687

ASSIST FROM EG&G VECTORING) OVER SITE.

PAGE TWO

4. DRIVER NOTED SOME LATERAL OSCILLATION IN COCKPIT BETWEEN 2.8 AND 2.85MN. L HYDRO FLUCTUATED ABOUT 200-300 PSI. ON LANDING, L BRAKE LOCKED, CAUSING & CENTER TIRE TO BLOW. DRIVER CONTINUED DECELERATION WITH R BRAKE. CHUTE DEPLOYMENT NORMAL, JETTISON SLOW.

END OF MSG

S-63 USE PREVIOUS EDITIONS	CLASSIFED MESSAGE	MFG. 1-65 ROUTING
DATE 0324Z 16 JUL 65	S E C R E T 2	9 10 11
TO DIRECTOR	4 5	12 13
FROM E	ROUTING INT 7	15 15 16
ACTIONS	3 4	PRIORITY
TCH: 8411Z 16 JUL 65	6	IN: 97949
TO PRIORITY B	170	CITE 2948

GXCART

1. ARTICLE 122, FLT 116, 15 JULY 1965. PILOT

TIME: 1614, DURATION 1 HR AND 1 MIN. GROSS WEIGHT: 109,800 LBS,

C.G. 20.5 PERCENT, T.O. DISTANCE: 6750 FT, T.O. SPEED: 195 KNOTS,

TEMP: 85 DEG, WIND: 360 DEG/5. MAX MN: 3.24, MAX ALT: 78,000.

TIME OVER 2.0 MN - 40 MIN; 2.5 MN - 36 MIN; 2.8 MN - 34 MIN; 3.0

MN - 30 MIN; 3.2 MN - 20 MIN. PURPOSE: INLET FCF AND ENGINE

NO TRIM TEST.

2. ENGINES WERE TRIMMED TO 835 AND 838 DEG ON END OF RUNWAY.

DURING CLIMB OUT OVER LEFT WENT TO 838 DEG AND RIGHT TO

783 DEG. DURING CLIMB IN AB, LEFT WENT TO 858 DEG AND THE AUTO

DERICHER ACTIVATED AND LOWERED IT 100 DEG. PILOT RECYCLED AND

TRIMED TO 780 DEG. PILOT USED NORMAL DOOR SCHEDULE AND HAD MILD

ROUGHNESS THROUGHOUT THE FLIGHT ABOVE 2.2 MN. ARTICLE REACHED

3.2 MN IN TURN AND CRUISED IS TO 20 MIN. CIP'S WERE 3 1/2 PSI

APART IN TURN WITH LEFT LAGGING BUT RECOVERED TO WITHIN I PSI

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SECRET	
THE R. P. LEWIS CO., LANSING, MICH.	

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2948 (IN: 97989)

PAGE --2--

STRAIGHT AND LEVEL. DECEL TO 2.5 MN WAS SATISFACTORY. LEFT
ENGINE WAS THEN PUT IN IDLE WHERE AN AD OCCURRED WHICH RECYCLING
THE SPIKE AND INCREASING THE POWER CLEARED. AT 2.0 MN ENGINE WAS
AGAIN IDLED AND AD'S OCCURRED WHICH NO POSITION OF SPIKES OR DOORS
WOULD CLEAR AND THIS LED TO FLAMEOUT. RESTART IN ROUGHNESS WAS
UNSUCCESSFUL. RESTART AT 1.0 MN AND SMOOTH WAS UNSUCCESSFUL.
RESTART ACCOMPLISHED FINALLY AT 85MN, 20,000 FT, CIP 10 PSI.
LANDING AND CHUTE SATISFACTORY TO PROCEED WITH TESTING AND 122
IS TENTATIVELY SCHEDULED TO MAKE AN TEST FLIGHT ON TUESDAY,
20 JULY.

END OF MESSAGE

(DRM 174- 852 SERVEDER 3-63 OFFICINS		MFG. 4-C5				
5-63 ØF: 2NS	CLASSISSO MESSACE	ROTTING				
	ACTUAL STREET, AND ACTUAL STREET, STRE	[1]				
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PRIORITY NAME	•	CITE				
THIONIII		2923				
OXCART FLTEST OF	9					
01						
1. ARTICLE 122 MADE	FLT 115 ON 14 JULY 1	365 PILOT				
TAKEOFF AT 16:21 FOR 1	HR 7 MIN. TAKE OFF S	PEED 195 KTS. TAKE OFF				
DISTANCE 7400 FT, TEMPE	RATURE 90 DEGREES. GI	ROSS WEIGHT 109,900 LBS,				
C.G. 20.4 PERCENT. MAX MACH 3.25, MAX ALT 83,000 FT. TIME OVER M2.0 :45 MIN, 2.6 :20 MIN, 2.8 :15 MIN, 3.0 :10 MIN, 3.2 :05 MIN. PURPOSE						
OF FLIGHT WAS INLET FCF AND NO TRIM ENGINE PERFORMANCE.						
2. THE INS QUIT BEFORE ENGINE START DUE TO AN OVERTEMP. THIS IS						
BEING CHECKED OUT NOW.						
7 700 000						
THE UHF WAS GARBI	ED ON THE GROUND, IN	THE AIR, AND ON INTER-				
∞ [,] •						
4. THE ENGINES WERE	NOT TRIMMED BEFORE TA	KE OFF AND THE EGT'S				
WERE: RIGHT 805 DEGREES, LEFT 780 DEGREES.						
		RANSONICALLY AND WHEN				
M2.48 WAS REACHED THE FE						

PILOT FINALLY RESORTED TO CLOSING FORWARD BYPASS DOORS AND OPENING AFT DOORS 50 PERCENT IN ORDER TO ACCELERATE ON OUT TO M3.2. ARTICLE

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IN 97713 2923 SECRET

WAS ROUGH THROUGH M3.2 CRUISE. WHEN REDUCING TO MILITARY POWER A BRIEF OVERTEMP OCCURRED WHICH THE PILOT SAVED BY QUICK DOWNTRIM.

- 6. ENGINE SHUT DOWNS AND RESTARTS WERE MADE SATISFACTORILY AT M1.7 AND 1.4.
 - 7. LANDING AND CHUTE WERE SATISFACTORY.
 - 8. AUTOPILOT AND MACH HOLD WERE NOT USED.

END OF MESSAGE

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OXCART FLIEST	OPS	
1. ARTICLE 122 MAD	E FLT 114 2 JULY, PILOT	TAKE OFF
	_	
	. GROSS WT 109,900 LBS	
TAKE OFF DISTANCE 6,900	FEET, TAKE OFF SPEED	190 KNOTS, PRESSURE
ALT UNKNOWN, TEMP 66 DI	EGREES, WIND 330 DEGREE	S 4 KNOTS, MAX SPEED
2.67, MAX ALT 67,000 F	F, TIME OVER 2.0 MACH T	HIS FLT 30 MIN, TIME
OVER 2.6 MACH 2 MINUTES	S. PURPOSE: MFC AND A	IR INLET CONTROL TEST.
2. SUMMARY: TAKE (OFF NORMAL, CLIMB NORMA	L TO 37,000 FEET WHERE
CABIN AND Q BAY PRESSUR	RIZATION WAS LOST, THEN	CAME BACK TO 30.000
	LIGHT. ACCELERATED TO	
COULD NOT ACCELERATE TO	MORE THAN 2.67 MACH.	TRIED ALTERNATE
	ACCELERATION NOTED. PO	
TIMES DECELERATED DOWN	TO 2.2 MACH, THEN COUL	D NOT ACCELERATE ABOVE
2.2 MACH. DESCENT NOR		
	D OF MESSAGE	
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THEN BOTH SPIKES WERE MOVED FORWARD WHICH CLEARED UP THE INLET

SO THEN WENT SPIKES AND DOORS ON AUTO. RIGHT CIP WAS 1 1/2 PSI LOWER THAN LEFT. CLOSED FORWARD RIGHT DOOR AND OPENED AFT, WHICH BALANCED CIP'S. AT 3.85 MACH THE LEFT TACH WENT TO ZERO. CRUISED AT 3.2 MACH, NOTED EGT GAGES JIGGLING AND SAME FREQUENCY IN MEADSET

AT 3.2 MACH. ENGAGED MACH HOLD WHICH WORKED GOOD WITH POWER

ROUGHNESS. THERE WAS NO ACCELERATION WOTED WITH THIS CONFIGURATION,

5 E C R E T

ASPARDITUDING BY OTHER THAN THE ISSUING OFFICE IS PROHIBITED. CAVES.

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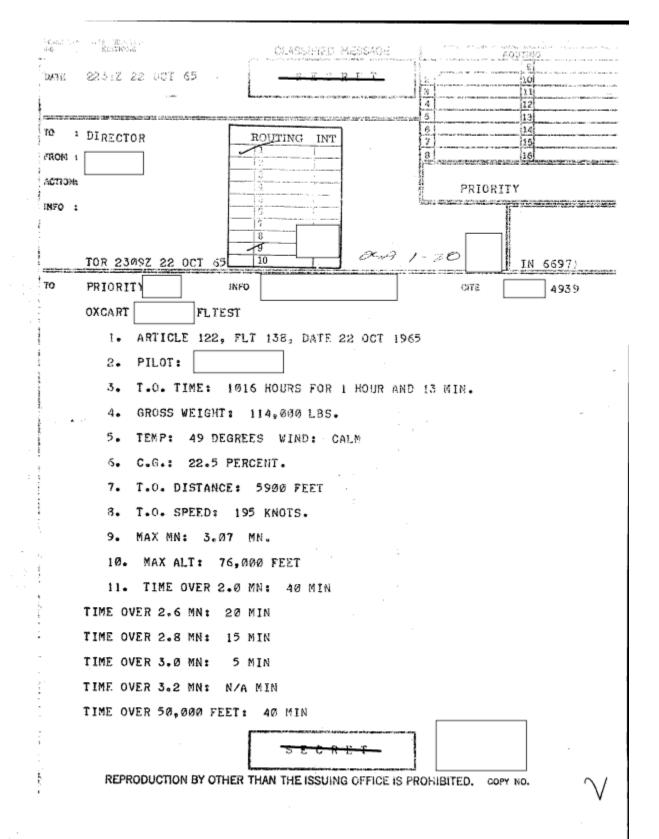
CHANGES. DECELERATION, OPENED FORWARD CLOSED AFT BYPASS. LEFT SIDE UNSTARTED. MOVED SPIKES FORWARD. LEFT ENGINE STARTED TO OVER TEMP. HIT DERICHMENT WHICH BROUGHT EGT DOWN. INLET RECOVERED. WOULD RUN ONLY WITH LEFT SPIKE FULL FORWARD. DISENGAGED DERICHMENT. AT 2.2 MACH WENT TO SPIKES AUTO. RIGHT SIDE UNSTARTED DOWN TO 1.6 MACH. DESCENT TO 31,020 FEET FOR ACCELERATION OUT TO SIMULATE REFUELING. ACCELERATION DID NOT OVERTEMP ENGINE, BUT COMPLAINED THAT SCHEDULE WAS NOT REALISTIC SINCE ACCELERATION WAS TO BE TERMINATED BEFORE CIT HEACHED 40 DEGREES. LANDING

3. PILOT COMMENTS:

NORMAL, CHUTE SLOW TO JETTISON.

- A. FUEL GIANTITY READ 35,000 LBS ON GROUND. AFTER CIRCUIT CHECKING WENT TO 55,000 LBS.
 - B. RADIO WEAK, GARBLED AND SCRATCHY.
 END OF MSG

8 5 0 0 5 7



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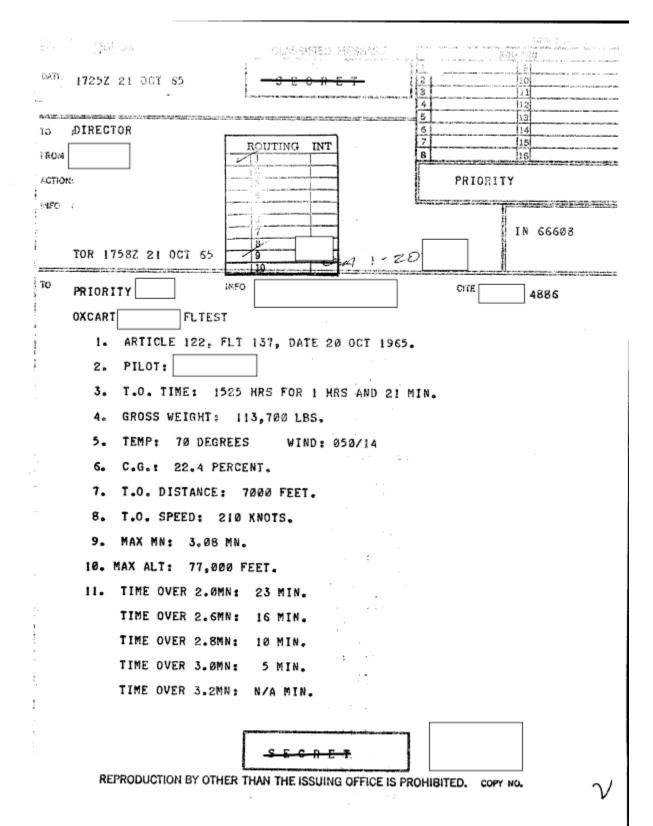
PAGE TWO

12. PURPOSE: SINGLE ENGINE PERFORMANCE.

13. SUMMARY: BEFORE TAKEOFF, REQUIRED TO TRIM BOTH ENGINES DOWN RADICALLY. FELT THEY WOULD HAVE REACHED 900 DEGREES. AFTER REACHING 3.05MN, STABILIZED FLT, RIGHT ENGINE WAS SHUT DOWN WITH SPIKE AUTO FWD AND AFT DOORS OPEN. HOLDING 400 KEAS, HE STARTED DESCENDING AT MAX AB ON THE LEFT ENGINE. DUE TO UNSTARTS ON THE RIGHT SIDE WITH ENGINE OFF HE WAS GETTING LARGE YAW OSCILLATIONS. IN ORDER TO STOP THIS HE PUT AFT DOORS TO POSITION B. ACFT CONTINUED DOWN FINALLY STABILIZING AT 22,000 FEET, 400 KEAS, .91MN, MAX AB. ACFT THEN WAS ALLOWED TO CLIMB AT REDUCING MACH AND KEAS AND REACHED 32,000 FEET, 300 KEAS AND APPROX .95MN. HE THEN HELD ACFT AT 30,000 FEET, .8 MN AND .85MN FOR CRUISE DATA. ACFT HAD UHF FAILURE.

END OF MESSAGE

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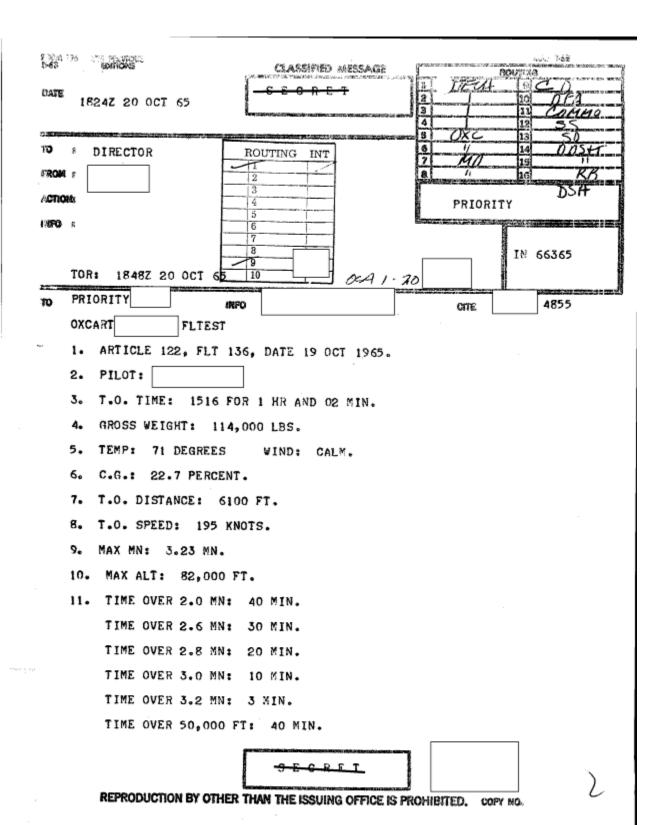
IN 66608 4886 3 E C R E I PAGE 2

TIME OVER 50,000FT: 23 MIN.

- 12. PURPOSE: SINGLE ENGINE PERFORMANCE, AIR STARTS.
- 13. SUMMARY: ENGINE TRIM NORMAL. TAKEOFF NORMAL, 400 KEAS CLIMB SCHEDULE USED. ONE DEGREE RIGHT ROLLIRIM USED. BREAKOUT FORCE HIGHER RIGHT LATERAL THAN LEFT. AT 2.0MM, WENT TO AUTO ON FWD DOORS AND NOTICED A ONE HALF TO THREE FOURTHS POUND DISPARITY IN CIP. TRIMMED BOTH ENGINES FREQUENTLY. AT 2.99MN, NOTED THAT AFT BYPASS WAS STILL AT B POSITION, SO CLOSED AFT. STABILIZED AT 375 KEAS, 3.05MN FOR SPEED POWER POINT. CLIMBED TO 350 KEAS, 3.05MN. TRIMMED FIVE DEGREES RIGHT AND CUT OFF RIGHT ENGINE. RODE 350 KEAS ON WAY DOWN. READ OUT RPMS. AT 2.63MN, UNSTARTED AND HIT RE-START SWITCHES. ROUGH RIDE DOWN TO 1.5MN. AT 1.4MN, OPENED DOORS, SMOOTH AT 38,000 FEET. WITH 13,000 POUNDS FUEL AND 300 MILES OUT OBTAINED SINGLE ENGINE DATA. FLEW 30% KEAS, 32,00% FEET, SLOWED DOWN TO 260 KEAS. MADE AN AIRSTART, THROTTLE WAS TWO THIRDS OF WAY BETWEEN IDLE AND MIL. EGT CAME UP SLOWLY, SO NURSED UP TO SPEED WITH NO PROBLEM. BROUGHT BOTH ENGINES TO MILITARY. TRANSFERRED FUEL FWD FOR LANDING. LANDING AND CHUTE NORMAL.

END OF MESSAGE

SECRET



4855 (IN 66365)

PAGE 2

12. PURPOSE: MAIN FUEL CONTROL PERFORMANCE.

13. SUMMARY: AFTER NORMAL TAKEOFF, AT 2.0MN, WENT TO AUTO DOORS.

ARTICLE STARTED TO YAW LEFT AND REQUIRED THREE DEGREE RIGHT RUDDER
TO TRIM. LEFT CIP LOWER THAN RIGHT. DURING ACCEL FROM 2.2 MN TO
3.2 MN AT 350 KEAS, BOTH EGT'S WENT TO 845 DEGREES AND REQUIRED

DOWN TRIM. THEN AT 400 KEAS BOTH WENT DOWN TO 745 DEGREES REQUIRING
UP TRIM. DURING SECOND ACCEL WITH AFT DOORS IN B POSITION AND FWD
MANUALLY CLOSED, THE CIP'S WERE MATCHED. MACH HOLD WAS JERKY,
BRAKES GRABBY, INS WAS GOOD, Q BAY WAS 80 DEGREES F. PERFORMANCE
SEEMED VERY GOOD AT MIN AP, 3.2 MN, 82,000 FEET, 318 KEAS. LANDING
AND CHUTE NORMAL.

END OF MSG

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	OXCART FLTEST			
	1. ARTICLE 122, FLT 135,	DATE 18 OCT 1965.	-	
	2. PILOT:			
	3. T.O. TIME: 1445 HRS FO			
	 GROSS WEIGHT: 94,600 LI TEMP: 67 DEGREES WINI 	Control to 1990		
	6. C.G.: 23 PERCENT.	D CALM.		
	7. T.O. DISTANCE: 6500 F	r _		
	8. T.O. SPEED: 190 KNOTS	1 1 1 1 1 1 1 1 1 1		
	9. MAX MN: 0.95 NN.			
	10. MAX ALT: 32,000 FT.	* .		
	11. TIME OVER 2.0MN: NA	= 1		
	TIME OVER 2.6MN: NA			
	TIME OVER 2.8NM: NA			
	TIME OVER 3.0MM: NA			
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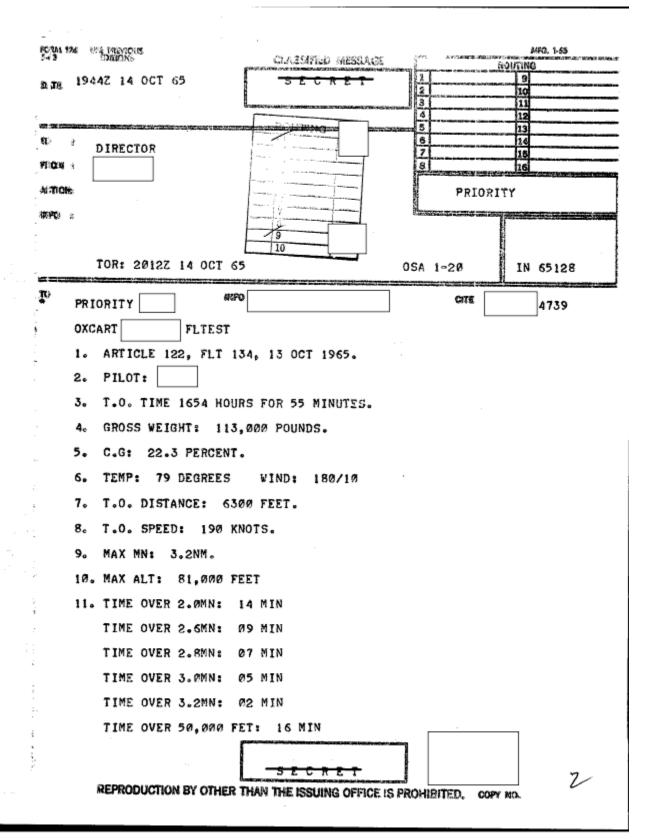
12. PURPOSE: SINGLE ENGINE REFUELING.

13. SUMMARY: TAKEOFF AND CLIMB TO 30,000 FEET NORMAL. SHUT RIGHT
ENGINE DOWN, HAD TO OPEN RIGHT FWD DOORS DUE TO ROUGHNESS, DESCENDED
TO 20,000FT SINGLE ENGINE. CLIMBED BACK TO 30,000FT. PICKED
UP 26,000 POUNDS OF FUEL FROM TANKER. POWER LEVER WAS MIN AB AT
START OF REFUELING. FULL AB AT END AR. HAD TO TOBAGGON DURING
THIS REFUELING. DESCENDED TO 15,000 FT AND 27,000 POUNDS OF FUEL.
HOOKED UP WITH TANKER IN MIL POWER AND PICKED UP 2,000 POUNDS OF
FUEL. ATTEMPTED A RELITE AT 16,000 FEET, 360 KEAS, 1,700 RPM.
AFTER ONE MINUTE OBTAINED AN EXPLOSIVE RELITE. OIL PRESSURE WENT
TO 50 POUNDS IMMEDIATELY. LEFT ENGINE WAS TRIMMED TO 805 DEGREES
PRIOR TO REFUELING. DESCENT AND LANDING NORMAL, CHUTE NORMAL.

14. PILOT COMMENTS: NO PROBLEM WITH SINGLE ENGINE REFUELING.
SLIGHTLY MORE ROCKING WITH POWER CHANGES DURING REFUELING.
YAW MONITOR LIGHT CAME ON ONCE DURING SINGLE ENGINE OPERATION BUT
WENT OUT OK.

END OF MSG

C F C B F T



12. PURPOSE: EXPAND AIRSTART ENVELOPE.

13. SUMMARY: TAKE OFF NORMAL. 400 KEAS CLIMB SCHEDULE TO 3.2MN USING STANDARD DOOR AND SPIKE SCHEDULE. SHUT DOWN RIGHT ENGINE AT 3.2MN. CONFIGURATION SPIKES AUTO, FWD DOORS OPEN, AFT DOORS CLOSED. SUCCESSFUL AIRSTARTS AT 350 KEAS, AT 80,000 FEET, 70,000 FEET, 60,000 FEET, 50,000 FEET, 40,000 FEET. ARTICLE THEN SLOWED TO 2.8MN, 35,000 FEET, 360 KEAS, MADE A SUCCESSFUL AIRSTART. UNSUCCESSFUL ATTEMPS MADE AT 0.8MN AND 35,000 FEET, 30,000 FEET, 25,000 FEET. MADE THREE MORE UNSUCCESSFUL ATTEMPTS DOWN TO 10,000 FEET. ONE FINAL ATTEMPT AT 10,000 FEET, 400 KEAS WAS SUCCESSFUL. PILOT LEFT THROTTLE OPEN FOR APPROX ONE MINUTE BEFORE LIGHTING ENGINE. LANDING AND CHUTE NORMAL.

14. COMMENTS: PILOT NOTED ROUGHNESS DURING WINDMILL OPERATION.

END OF MESSAGE

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Ĺ	ONORNI PETEST OFS						
	1. ARTICLE 122 MA	DE FLIGHT 133, 12 OCT	65, PILOT TAKE OFF				
	AT 1601 FOR 1 HOUR AN	D 03 MINUTES. GROSS W	T 109,200 LBS, C. G.				
	22.9 PERCENT, TAKE OF	F DISTANCE 5700 FEET,	TAKE OFF SPEED 188				
	KNOTS, TEMP 88 DEGREE	S, WIND CALM, MAX SPEE	D 3.2 MACH, MAX ALT 81,000				
	FEET, TIME OVER 2.0M	17 MIN, TIME OVER 2.6M	12 MIN, TIME OVER 2.8M				
	10 MIN, TIME OVER 3.0	M 8 MIN, TIME OVER 3.2	M 5 MIN, TIME OVER				
	50,000 FEET 17 MINUTE	S. PURPOSE MAIN FUEL	CONTROL TEST.				
		LIMB NORMAL TO 3.0 MAC					
		MACH AND CRUISED FOR 4	MINUTES. DURING SECOND				
	ACCELERATION NOTED A SLIGHT YAWING WHICH HE FELT WAS LEFT FWD						
. г	1 / / 1	SCENT NORMAL, LANDING					
L		H RECORD INDICATED LEFT	T SPIKE WAS OSCILLATING				
	DURING ACCELERATION.						
		END OF MESSAGE					
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OXCART	FLTEST	Ţ-1	J	
1. ARTICLE	 122. FLT 132	, 11 OCT 1965.		
2. PILOT:	100, 121 102	, 11 001 1305		
3. T.O. TIM	E: 1252 HOU	RS FOR 56 MINUTES.		
4. GROSS WE	IGHT: 109,0	00 POUNDS.		
5. C.G.: 23	3 PERCENT.			
	TAMOR. COMM	· ·		
6. T.O. DIST	INNUE: 0200	FEET.		
7. T.O. SPE	ED: 195 KNO			
7. T.O. SPEE	ED: 195 KNO 3.Ø4MN.	TS.		,
7. T.O. SPEE 8. MAX MN: 9. MAX ALT:	ED: 195 KNO 3.04MN. 78,000 FEE	Ts.		,
7. T.O. SPER 8. MAX MN: 9. MAX ALT:	ED: 195 KNO 3.Ø4MN.	TS.		
7. T.O. SPEE 8. MAX MN: 9. MAX ALT:	ED: 195 KNO 3.04MN. 78,000 FEE 80 DEGREES	TS. WIND: CALM		,
7. T.O. SPEE 8. MAX MN: 9. MAX ALT: 10. TEMP: 8	ED: 195 KNO 3.04MN. 78,000 FEE 80 DEGREES	TS. T. WIND: CALM MIN.		
7. T.O. SPEE 8. MAX MN: 9. MAX ALT: 10. TEMP: 8 11. TIME OVE TIME OVE	ED: 195 KNO 3.04MN. 78,000 FEE 80 DEGREES ER 2.0MN: 4	TS. WIND: CALM MIN. MIN.		
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VIBRAT	70H.	WIND	MILLING	ENGINE.		- 14-44	٠.

13. SUMMBARY: TAKEOFF AND CLIMB USING STANDARD ACCEL SCHEDULE.

DURING CLIMB L. EGT WOULD NOT TRIM UP ABOVE 76% DEGREES. CRUISED

AT J. 2NN FOR 15 WINUTES. OPENED FWD BYPASS DOORS, RIGHT AFT BYPASS

DOORS AND SHUT DOWN RIGHT ENGINE AT J. 89MN, 37% REAS, RIGHT INLET

UNSTARTED IN DESCENT AND RESTARTED AT 1.4PM, ROLL SAS HICKED OFF

DURING DESCENT. LANDING AND CHUTE NORMAL.

14. PILOT COMMENTS: COMPASS STEERING NEEDLE READ 27P DEGREES
DURING TURN WHEN ARTICLE WAS FLYING APPROX 90 DEGREES. CIP'S WERE
17 1/2 AT 3.2MN, 390 NEAS.

END OF MESSAGE

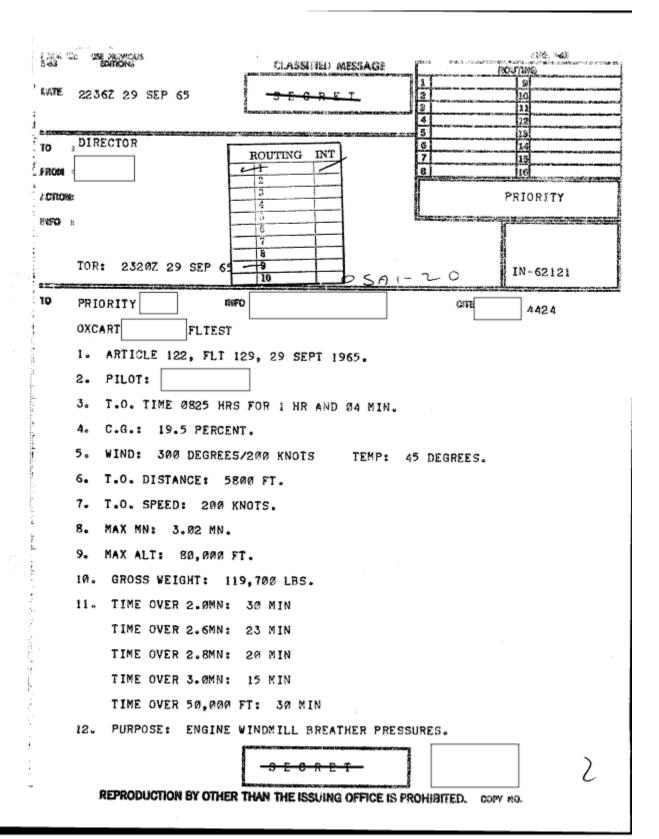
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	1. ARTICLE 128 FLT	139, 1 OCT 1965.		
:	2. FILOT			*
į	3. T. O. TIME: 12	15 HRS FOR Ø HRS AND	56 MIN.	
	4. GROSS WEIGHT:	109,000 LBS		
;	5. C.G.: 22.6 PER	CENT.		
	6. T.O. DISTANCE:	5800 FT.		
	7. T.O. SPEED: 19	Ø KNOTS.		
1	B. TEMP: 72 DEGREE	ES WIND: CALM		
9	9. MAX MN: 3.02 M	N.		
1	10. MAX ALT: 78,0	00 FT. EGT TRIM: 8	Ø8 DEG LEFT - 80	6 DEG RIGHT
	11. TIME OVER 2.0			
	TIME OVER 2.6			
	TIME CVER 2.8	MN: 15 MIN.		
	TIME OVER 3.0 I			
	TIME OVER 3.2			
		00 FT: 30 MIN.		
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- 12. PURPOSE: FOF FOLLOWING LEFT ENGINE CHANGE.
- TAKEOFF AND CLIMB WAS MADE. SLIGHT ROUGHNESS NOTED AT 2.8 MM
 TO 2.9 MM. HELD 400 KEAS TO 70,000 FEET. ALL ENGINES
 INSTRUMENTS MATCHED WELL. ON DECEL AT 370 KEAS 1.8MM, THE RIGHT
 ENGINE (INSTRUMENTED TEST ENGINE) WENT INTO A STALL AND WOULD
 NOT CLEAR. INLET AND ENGINE WERE IN DEEP STALL AND WERE SHUT
 DOWN. AT 1.4 MM A RESTART WAS ATTEMPTED, BUT FAILED. EARTH ELECTED
 THAT HE RETURN TO BASE ON ONE ENGINE. LANDING AND CHUTE SATISFACTORY.
- 14. COMMENTS: P&W PERSONNEL WILL RUN AND CHECKOUT ENGINE TO DETERMINE CAUSE.

END OF MESSAGE

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4424 (IN 62121) PAGE 2 13. SUMMARY: AFTER TAKEOFF, L ENGINE WAS DOWN TRIMMED FROM 845 DEG AND TWICE MORE BEFORE REACHING 40 DEG CIT, THEN WAS TRIMMED UP. R ENGINE DOWN TRIMMED AT 3.0MN. AT 1.88 MN, 1/2 CPS PITCH OS-CILLATIONS NOTED. DISENGAGED AUTO PILOT. AT 3.0MN, ENGAGED MACH HOLD WHICH HELD 2.99 TO 3.01MN. AT 2.0MN, LEFT DOOR WENT WIDE OPEN WHEN PILOT SELECTED AUTO. ARTICLE YAVED LEFT. AT 2.2 MN, CIP'S CAME BACK TOGETHER. AT 2.7MN, RIGHT INLET UNSTARTED, WAS RE-STARTED OK. MAX CIP WAS 16 ON BOTH L&R. AT 3.0MN, DURING TURN AT NORTH , L CIP WAS 1/2 POUND LOWER. AT 3.0MN, 80,000 FT. 330-340 KEAS STILL IN MACH HOLD, MACH STARTED BLEEDING OFF WITH KEAS SO PILOT DIVED TO MAINTAIN MACH, WHICH BY THEN WAS DOWN TO 2.95. MACH HOLD DID NOT MAINTAIN MACH DESCENT IN DIVE, WAS BELOW 75.000 FT. PILOT CROSS CHECKED MACH TD1. THEN CLIMBED BACK UP TO 80,000 FT. OPENED RIGHT BYPASS AND SHUT DOWN RIGHT ENGINE. PICKED UP POINTS BETWEEN 310 AND 400 KEAS DOWN TO 30.000 FT. L ENGINE WAS MAX AB WITH FWD BYPASS OPEN, AFT CLOSED. AT 310 KEAS, EGT DROPPED TO 750 DEG, 6800 RPM, ACCELERATED TO 400 KEAS, AT 30,000 FT. EGT WENT TO 860 DEG AND DERICHED. LANDING NORMAL, CHUTE SLOW

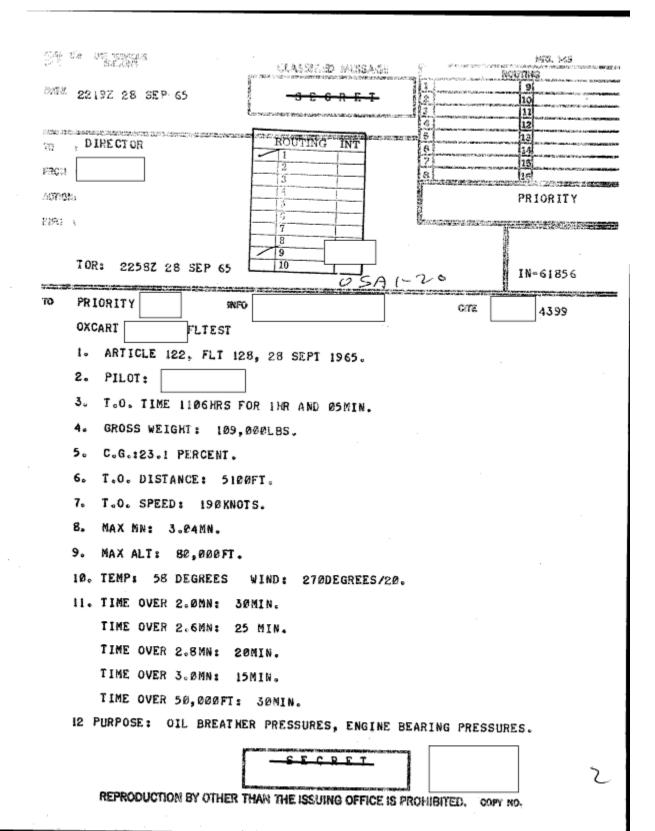
14. COMMENTS: PITCH ROLL COUPLING NOTED IN MACH HOLD.

RIGHT AB LOOKED DRY AFTER ENGINE SHUT DOWN.

LEFT ENGINE EGT TOO LOW AT 30,000 FT, 310 KEAS.

END OF MESSAGE

TO JETTISON.

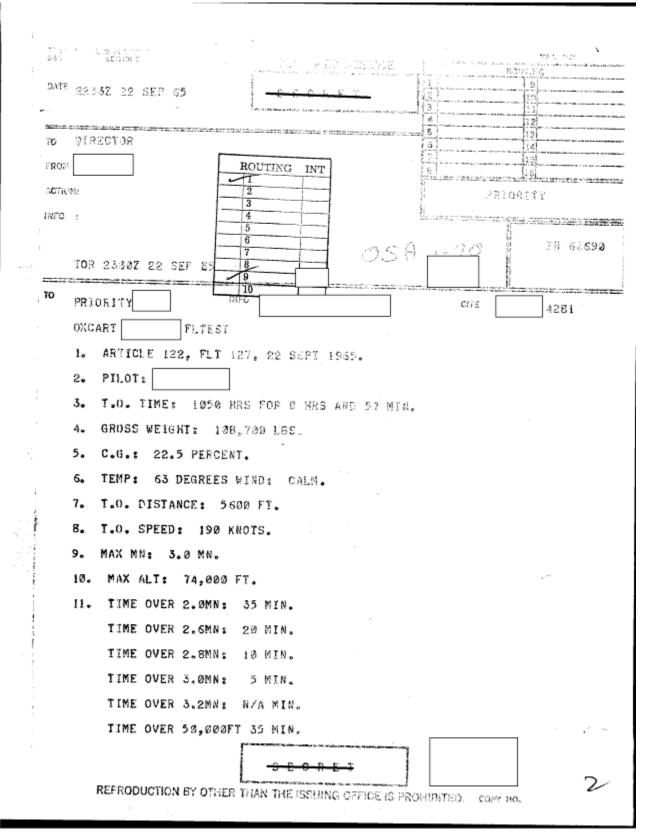


13. SUMMARY: TAKEOFF AND CLIMB WITH NORMAL SCHEDULE. REACHED 3.6MN AT TURN AROUND POINT. L. EGT REQUIRED TRIMMING. TURNING ON MACH HOLD AT 3.6MN, PILOT FELT THREE BUMPS IN PITCH. ACFT CLIMBED AND ROLLED RIGHT, DIVED AND ROLLED LEFT IN MACH HOLD. AFTER 15 MINUTES AT 3.6MN, CAME OUT OF BURNER, DESCENDED. AT 1.7MN, LEFT RPM REDUCED TO 6860, RIGHT TO 5466. LANDING AND CHUTE NORMAL.

14. COMMENTS: AT 3.0MN, 400 KEAS, L.CIP WAS 16, R.CIP WAS 15 1/2. Q BAY 65DEGREES.

END OF MESSAGE

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IN 60690 4281

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PAGE 2

12. PURPOSE: FCF, LEFT ENGINE OIL COMSUMPTION.

13. SUMMARY: LEFT ENSINE REQUIRED DOWN TRIM DURING CLIEB. CLIMB MADE NORMAL SCHEDULE. AT 2.57MN, MADE TURN EARLY DUE TO LOW FUEL. POOR ACCEL WAS NOTICEABLE IN THIS ARTICLE. CRUISED AT 3.0MN FOR 5 MINUTES, DECELERATED BY OPENING FWD DOORS, CLOSING AFT DOORS. CRUISED AT 0.86MN, 30.000FT FOR 5 MINUTES, Q BAY 65 DEGREES DESCENT AND LANDING NORMAL, CHUTE NORMAL.

END OF MESSAGE

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11780 000 AZ 17 DEF 55 東京機能では、1977年(大阪で加工を開発しておりません)。 1 17 SOTUS ROUTING INT 3.70 To an area of the second secon 3 4 FRIORIEL 15 LB E. 1417年的東京東京中国教育等人主要等人。如此中華 A = i1 59501 TO: 01112 17 SEP 55 10 7-941-20 2012年11日 (1914年 1915年 1915年 1915年 1915年 1915年 11日 (1915年 1915年 1915年 1915年 1915年 1915年 1915年 1915年 11日 (1915年 1 a commence of the contract of THE PRIOR TY 學學 **党系建** 4182 OXCAR FLTEST i. ASTICLE 122, FLT 126, 16 SEPT 1965. 2. Filot: 5. T.O. TIME: 1544 HRS FOR 1 HRS AND 08 MIN. 4. SHOSS WEIGHT: 111.300 LBS. 5. C.G.: 22 PERCENT. 6. TEMP: 72 DEGREES WIND: 352DEG, 26 KNOTS. 7. Y.O. DISTANCE: 6500 FT. 8. T.O. SPEED: 210 KNOTS. 9. NEX MI: 3.03 MR. 13. HAX MLT: 79,946 FT. H. TIME OVER 2.3MH: 35 MIN. TIME OWER 2.6MM; 30 MIN. THE OVER 2.8MWs 23 MIK. THE OVER 2.0NY: 15 MIN. TIME OVER BURNER NEA MING OF PROGRESTION AT CORRECT THEIR THE ISSUIDED OFFICE IS PROPRIETED, CORE NO.

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